

**Air Quality Conformity Analysis
For
Berrien County, MI Nonattainment Area**

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1.0 Conformity

1.1 Introduction

Transportation conformity provisions of the Clean Air Act Amendments require Metropolitan Planning Organizations (MPOs) make a determination that the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and projects conform to the State Implementation Plan (SIP) and 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 LRTPs 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 LRTPs and TIPs for analysis years to the motor vehicle emissions budgets (MVEBs) contained in the maintenance SIP.

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

1.2 Nonattainment Area and Conformity

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

Findings of the transportation conformity analysis are for projects within Berrien County contained in:

- TwinCATS 2045 LRTP,
- TwinCATS 2017-20 TIP,
- NATS 2040 LRTP,
- NATS 2017-20 TIP, and
- STIP.

1.3 Conformity Finding

The staff of the Southwest Michigan Planning Commission (SWMPC) finds that the LRTPs and TIPs conform to the SIP for the 2015 ozone standard and 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 is subject to a public comment period from October 16 through November 19, 2018. Comments received will be recognized, considered, and a response provided.

The MPO policy committee will make a formal conformity determination, through a resolution, at the:

- NATS Policy Committee, October. 23, 2018
- TwinCATS Policy Committee, November 19, 2018

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 and 1997 ozone standards, as shown in Table 1, the emission 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 standards are demonstrated. Both ozone standards are compared against the same SIP budget.

Table 1: Results of 2015 and 1997 Ozone Standard Conformity Analysis

Analysis Year	Emissions (tons/day)	
	VOC	NO _x
SIP Budget	9.16	15.9
2018	3.26	5.29
2020	3.05	4.20
2030	1.57	1.85
2040	1.08	1.15
2045	1.04	1.12

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 metropolitan LRTP 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 LRTPs, TIPs, and all non-exempt federal projects that receive Federal Highway Administration or Federal Transit Administration funding or approval. The conformity process ensures emissions from LRTP, 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 a 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 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 nonattainment.

On May 16, 2007, the EPA redesignated the area attainment/maintenance, approving and finding adequate motor vehicle emissions budgets for VOC and NOx for the year 2018. Placing the area into maintenance, this requires conformity emission to be compared to the motor vehicle emission budgets 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, revoking 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 Aug. 3, 2018, the EPA designated Berrien County as a nonattainment area for the strengthened 2015 ozone NAAQS (also referred to as 2015 ozone standard). MPO's in these nonattainment areas have one year from the designation date to show conformity of the existing or new LRTPs.

On April 23, 2018, the FHWA, complying with the court's decision in *South Coast Air Quality Management District v. EPA* (US Environmental Protection Agency) started requiring areas in the country that were maintenance for the 1997 ozone standard to conduct conformity for new or amendments to TIPs and LRTPs if they contain non-exempt projects. The requirement is part of the appeal process; thus, it is subject to change.

2.3 SIP Budgets

The Berrien County nonattainment area has existing maintenance budgets from the 1997 ozone standard maintenance SIP. Regulations require use of these budgets to test against for both ozone standards. Emission generated must be equal to or less than the SIP budgets, also referred to as the motor vehicle emissions budget (MVEB). MVEB is the portion of the total allowable emissions allocated to highway and transit vehicle use in the maintenance or nonattainment area. By showing emissions below the MVEB, the LRTPs and TIPs are conforming to the SIP.

The ozone maintenance SIP assumes no transportation control measures (TCM); thus, measures are not included at this time.

3.0 Interagency Consultation

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

An initial MITC-IAWG was held on July 9, 2018; individuals attended in person or by conference call. Other email MITC-IAWGs were held after. Summaries of the meetings and all interagency consultation correspondence that occurred before MPO determination is in Appendix A. Copies of this conformity analysis were sent to each MITC-IAWG member to 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 MPOs make a determination.

A formal public comment period for the draft Air Quality Conformity Analysis will be held from October 16 through November 19, 2018. Public comments received and responses to those comments will be in Appendix B.

5.0 Modeled Project in Conformity Analysis

All projects in the LRTPs, TIP, and amendments were evaluated for inclusion in the analysis. 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 complete list of the projects evaluated for, and included, in this analysis.

6.0 Transportation Modeling

6.1 Travel Demand Forecasting Models

Nonattainment areas are established independent of MPO boundaries. The Berrien County nonattainment area is covered by three travel demand forecasting models: the TwinCATS model, the South Bend/Niles regional model, and the Statewide model covering the rural areas. Each of these models were developed in TransCAD modeling software. Both the travel demand models for the MPO areas were developed in 2018 using the latest demographic and employment data available to generate estimates of travel; vehicle miles of travel (VMT), and speeds. The statewide model used the latest socioeconomic data available at the time. 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. It was developed by MDOT and is a standard four-step model with time of day, with a base year of 2015 and horizon year of 2045. 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 five-year American Community Survey are the sources of population and household base data. Employment data is developed from a private business database verified with local knowledge. Future data is based on the Regional Economic Models, Inc. (REMI) economic and demographic forecasts. The University of Michigan and MDOT jointly develop county-specific forecast 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.

6.1.4 Statewide Model

The statewide model developed by MDOT covers all counties in the state and was used for the non-urban parts of Berrien County. The model is a standard three-step, trip generation, trip distribution, and assignment model, with a base year 2010 and a 2045 future year. Trip assignment uses an equilibrium method and was validated against traffic counts using MDOT standards and those suggested by FHWA.

6.1.5 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, NFCs do not distinguish roads by urban and rural. The emission model, Motor Vehicle Emission Simulator (MOVES), require roads to be classified as urban or rural. MOVES require roads to be grouped into one of four road types: rural restricted, rural unrestricted, urban restricted, and urban unrestricted. To determine a roads urban or rural status, roads within the adjusted census urban boundary were considered urban and those outside as rural. NFCs designated as interstate and other freeways are considered restricted while all others are considered unrestricted. The Michigan Geographic Framework (GIS digital base map) was used to combine NFC with adjusted census urban boundary to generate MOVES road types for the network.

6.1.6 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 2015 HPMS

data, which is the base year/validation years of the travel demand forecasting models. Normalization factors were applied to all analysis years.

6.1.7 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
2018	1997 ozone standard maintenance SIP budget year
2020	2015 ozone standard attainment year
2030	Interim year (so analysis years not more than ten years apart)
2040	Last year of NATS long range transportation plan
2045	Last year of TwinCATS long range transportation plan

7.0 Emission Modeling

7.1 MOVES Specifications

The EPA's MOVES version MOVES2014a 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 a summer (July) weekday emissions to simulate the meteorology of a high-ozone summer day.

7.2 Road Type Distribution

HPMS data is used to create MOVES road-type distribution fractions. Berrien County 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.

7.3 Average Speed

Speed distributions are created using a method developed by EPA for taking a single average speed and creating a distribution. The method generates an average speed fraction by MOVES road type, by day, by hour, and speed bin from speeds generated by the travel demand forecasting models. The same distribution is used for each vehicle type.

7.4 Ramp Fraction

The default vehicle hours traveled ramp fraction of 8 percent was used.

7.5 Average Weekday VMT to Annual VMT

Monthly VMT adjustment factors were obtained from MDOT's data collection area. The EPA's AADVT Converter-Tool MOVES 2014 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.

7.6 Vehicle Population

The source of the vehicle population is the Michigan Secretary of State (SOS) vehicle registration database on Oct. 1, 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 intercity bus, refuse trucks, single-unit trucks categories, and combination trucks categories. The SOS data must be converted to MOVES source (vehicle) types. Table 2 shows how vehicle body style combined with plate type and company code is used to obtain MOVES vehicle types.

Table 2: MOVES Source Types from SOS Body Style, Plate Type, and Company Code

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 Commercial or Company Van Commercial or Company Hearse Commercial or Company Ambulance Commercial or Company Panel Van 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.

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

Table 3: Growth Rate for Vehicle Population by Year and VMT

	Analysis year					
	Base Year 2015	2018	2020	2030	2040	2045
VMT	5,362,141	5,402,035	5,383,394	5,438,339	5,479,396	5,550,861
Growth Rate	1.00000	1.01984	1.00793	1.01895	1.02624	1.04106

7.7 Vehicle Age Distribution

MOVES require vehicle age as one of the local data inputs. The Michigan SOS vehicle registration database, as of Oct. 1, 2015, was the source of vehicle ages. Vehicle are assigned to an age group, from 0 to 30-plus, based on model year indicated in the SOS database, with 0 being the newest vehicles (2015 or newer) and each year is its own group until vehicles are 30 years and older, which are aggregated into the 30-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 numbers. Base year age distribution fractions were used for all future years.

7.8 Other Local Data

The MOVES model provides input for other types of local data, if available. This conformity demonstration used default meteorology data since the budgets were developed using default data; thus, analysis should also. Lacking local data, defaults were used for hoteling (truck parking) and starts. The default fuel data is correct for Michigan.

8.0 Conclusion

Conformity has a two-step approval 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 the SWMPC, concludes that the TwinCATS 2045 LRTP and 2017-20 TIP, NATS 2040 LRTP and 2017-20 TIP, and the rural projects, meet all applicable requirements for conformity for the 2015 and 1997 ozone standards; thus, it is recommended for approval by FHWA.

Appendix A: Meeting Summary of the Interagency Workgroups

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Berrien County Nonattainment Area

TwinCATS 2045 LRTP and 2017-2020 TIP, and NATS 2040 LRTP and 2017-2020 TIP, and Rural Areas

2 - 4 p.m. (EDT), Monday, July 9, 2018

TPS 3rd floor, Van Wagoner Transportation Building, Lansing, Michigan

Conference number and web link information provided in e-mail

Agenda

Welcome and introduction: Name and Agency

<u>Name</u>	<u>Agency</u>
In attendance:	
Jason Latham	Berrien County Road Department (BCRD)
Breanna Bukowski	Michigan Department of Environmental Quality (MDEQ)
Kaitlyn Leffert	MDEQ
Michael Leslie	US Environmental Protection Agency (EPA)
Andrea Dewey	Federal Highway Administration (FHWA) - Michigan office
Katie Beck	Michigan Department of Transportation (MDOT)
Ryan Gladding	MDOT
Amy Lipset	MDOT
Don Mayle	MDOT
Jim Sturdevant	MDOT
Donna Wittl	MDOT
Kim Gallagher	Southwest Michigan Planning Commission (SWMPC) representing TwinCATS and NATS MPOs
Absent:	
Andy Pickard	FHWA
Brian Sanada	MDOT
Krishina Welch	Federal Transit Administration (FTA)
Angelica Salgado	FTA
Brandon Kovnat	SWMPC

Attendance at the meeting was in person and teleconferencing with web linking.

Materials distributed before the meeting:

- 1) Agenda
- 2) Project lists: TwinCATS (two lists), NATS (two lists), rural area.
- 3) Transportation Conformity SIP: provides roles, responsibilities, and regulations for IAWG in Michigan.
- 4) List of exempt projects in the Conformity Regulations.
- 5) Link to information on Road Diets (agenda topic): https://safety.fhwa.dot.gov/road_diets/.
- 6) Link to conformity training:
https://www.fhwa.dot.gov/Environment/air_quality/conformity/training/sdtrain.cfm.

Introduction and background on conformity and interagency workgroup (IAWG):

Regional transportation conformity is required by the CAA to ensure that federally funded or approved projects are consistent to the state implementation plan (SIP). IAWG is a collaborative process between agencies to decide and reach agreement on key elements of the conformity process. IAWG is required by the conformity rule.

Transportation Conformity State Implementation plan (document sent with meeting materials):

- This memorandum of agreement (MOA) defines roles, responsibilities, and regulations for IAWG in Michigan.
 - Everyone indicated they received a copy.
 - The MPO or commission will need to sign the document and other MPOs in nonattainment areas.
 - MOA is not a template. SEMCOG is currently the only MPO that has signed because they were the only MPO in a nonattainment/maintenance area when the MOA was created.
 - Requirement of Clean Air Act.
 - Shouldn't need to be re-signed by agencies as the only change is additional agencies are signing, original document not being changed (question raised by DEQ, confirmed by EPA), exact details need to be determined.

A brief history of the Berrien County Nonattainment Area status was provided.

- 2004 - Designated nonattainment for 1997 ozone standard.
- 2007 - Re-designated attainment/maintenance for 1997 ozone standard.
- 2012 - Designated attainment for 2008 ozone standard.
- 2013 - The EPA partially revoked the 1997 ozone standard; not required to do transportation conformity because maintenance area.
- 2015 - The EPA completely revoked 1997 ozone standard.
- 2018, April 23 - Because of a court decision in the South Coast case, FHWA/EPA requires area that were former maintenance areas for the 1997 ozone standard to do conformity.
- 2018, August 3 - Area designated nonattainment for 2015 ozone standard: existing or new LRTP in area have one year to demonstrate conformity.

Two ozone standards tests need to be met: one for the 1997 ozone standard (because of the court decision in the South Coast case, FHWA/EPA is requiring areas that were previously maintenance areas for the 1997 ozone standard to do conformity), and the second for being designated nonattainment on Aug. 3, 2018, for the 2015 ozone standard. A map of the 1997 ozone standard conformity areas was shown. The areas are the same for both standards (1997 and 2015). The area contains two MPOs and a rural area. Both TwinCATS 2045 LRTP and NATS 2040 LRTP, along with the rural area, need to conform to both standards. The Cass County part of NATS does not have to conform to the 2015 ozone standard, only the 1997 ozone standard. Because the travel demand model is being run, all projects that can be modeled are being modeled. For the 2015 ozone standard, the LRTPs need to conform; conformity needs to be done even if all projects are exempt. For the 1997 standard, conformity only needs to be conducted if there is a non-exempt project.

What projects conformity applies to - federal projects versus non-federal:

Described the difference between federal and non-federal projects, and when conformity applies.

Federal projects are:

Projects receiving or proposed to get federal funds from the Federal-Aid Highway program or federal mass transit program or require federal approval by either FHWA or FTA for any part of the project.

Non-Federal Projects are:

Projects funded by or approved by a recipient of Title 23 or Title 49 funds and do not require any FHWA or FTA approval.

Non-Federal projects only need to be included in regional conformity if “regionally significant.”

All federal projects must be included in conformity; non-federal projects must be included if they require any federal approvals.

The group discussed what are considered Regionally Significant Projects:

Discussion included the purpose of and use, and provided definition, in conformity regulation. A map was displayed of Benton Harbor with major employers as an example. The group discussed altering the definition but, in the end, decided the conformity rule definition was sufficient.

Conformity regulation definition:

Transportation project on a facility which serves regional transportation needs (access to and from the areas) from outside the region, access to major activity centers (and new centers of activity malls, sporting, and transportation terminals), and would normally be included in the travel demand model.

At a minimum, includes principal arterials (national functional classification 1, 2, and 3) and fixed guideway transit that offer an alternative to regional highway travel.

The group agreed the definition of regionally significant projects would be the same as the conformity regulation definition.

Analysis year	Reason
2015	Validation year of travel demand models (base year)
2018	Budget year for maintenance plan from 1997 ozone standard (will stop being an analysis year after calendar year 2018)
2020	Attainment year for area for the 2015 ozone standard
2030	Interim year (so analysis years not more than 10 years apart)
2040	Last year of Niles long range transportation plan (later so analysis years not more than 10 years apart)
2045	Last year of Benton Harbor long range transportation plan

Group discussion and decisions:

Analysis years: The group agreed on these analysis years listed below.

A question was raised about having the new TIP year as an analysis year. The group discussed that there would not be a benefit given the number of existing analysis years. However, if there are non-exempt projects in the new TIP, there will have to be a conformity analysis done.

- 1) Emission tests (conformity tests):** *budget from maintenance plan for 1997 ozone standard:* Because the area has a maintenance budget from the 1997 ozone standard, we are required to use that as the conformity test for both ozone standards. This means the emission generated from the conformity analysis must be equal or less than the budget, otherwise known as the motor vehicle emissions budget (MVEB). The MVEB is the portion of the total allowable emissions in the area allocated to highway and transit vehicle use as defined in the SIP. By being below the MVEB, the area is conforming to the SIP.

2) Exempt projects: An excerpt from the EPA Transportation Conformity Regulations of April 2012 was sent out with the meeting materials. All projects need to be evaluated for conformity, but some projects are exempt from conformity. It is the task of the IAWG to determine which projects are exempt from conformity and which projects are non-exempt. The conformity regulation groups exempt projects by type. A few examples were given for each category listed below.

a. *Listed in conformity regulations (document sent with meeting materials)*

i. *Safety*

ii. *Mass transit*

iii. *Air quality*

iv. *Other*

v. *Exempt from Regional Emission Analysis* – projects listed in this category are not exempt from project-level conformity but are exempt from regional conformity.

b. *Exempt projects treated as non-exempt (IAWG discretion):* The group discussed this idea but decided at this time nothing would be considered in this category.

c. *Allowing non-exempt projects that require conformity to proceed but will be modeled the next time a conformity analysis is conducted* – The group discussed this idea but decided at this time nothing would be considered in this category.

All projects that can be modeled in the travel demand model will be modeled regardless of exempt status. The group discussed what this means and how it works.

d. *Specific projects requiring discussion and decision:* The group discussed specific types of projects listed below.

i. *Traffic circles:* The group discussed, then agreed to exempt; intersection channelization project.

ii. *Auxiliary lanes if less than 1 mile:* The group discussed, then agreed to exempt; projects that correct, improve, or eliminate a hazardous or feature.

iii. *Road diets:* The group discussed how road diets are usually studied to determine how it would function compared to the existing road. Road diets must meet certain criteria to move toward construction. If a project moves forward, the criteria supports an exempt classification. The group discussed specific types of road diets:

a) 4 to 3 lanes: 4 through lanes to 2 through lanes with dual center left turn lane: The group discussed, then agreed to exempt; projects that correct, improve, or eliminate a hazardous location or feature.

b) 5 to 3 lanes: 4 through lanes and dual left center turn lane to 2 through lanes and dual center left turn lane: The group discussed, then agreed to exempt; projects that correct, improve, or eliminate a hazardous location or feature.

iv. *Other:*

a) The group was asked to consider a road diet of 4 through lanes to 2 through lanes. The group discussed what would be done with the removed two lanes, if there would be bike lanes, parking, etc.? Next year, the Berrien County Road Department has a potential 4 to 2 lane road diet with the removal of motor vehicle travel lanes converted to bike lanes. The group discussed this specific change. The group discussed then agreed that a road diet of 4 through lanes to 2 through lanes, with the removed motor

vehicle travel lanes converted to bike lanes, is exempt. (See e-mail IAWG July 2018, this decision was changed.)

- b) Other types of road diets must be discussed by the group to consider specific details (nonmotorized, parking, simultaneous road diets with one-way to two-way conversions, etc.) to determine exempt or non-exempt status. In general, FHWA supports road diets but potential concerns for different scenarios need to be considered.
- c) *Addition of right-turn lane or left-turn lane at an intersection, individual lane length less than half a mile*: The group discussed this idea. It was pointed out that these types of projects are funded with CMAQ dollars, which would support justification of exempt status. It was stated that these projects are not modeled with the travel demand models. After discussion, the group agreed exempt, with either justification: 1) projects that correct, improve, or eliminate a hazardous feature; or 2) not modeled with the travel demand models.
- d) *Allowing non-exempt projects that require conformity to proceed but will be modeled the next time a conformity analysis is conducted*: The group discussed this idea but decided at this time nothing would be considered in this category.

The group discussed if “exempt” means it doesn’t harm? Discussion was provided, where exempt means it doesn’t need to be included in a regional conformity analysis. The EPA indicated there are several reasons for an exemption: it could be neutral, could be a safety concern, and could have to do with modeling.

3) Regionally significant projects: Topic covered earlier in meeting.

4) Discussion of projects not triggering a conformity analysis but included with next conformity analysis: Allowing non-exempt projects that requires conformity to proceed but will be modeled the next time a conformity analysis is conducted. The group discussed this idea but decided at this time nothing would be considered in this category.

5) Project phase and consideration of exempt or non-exempt status: It was mentioned that projects must have enough detail to be modeled with the travel demand model. Projects are modeled based on the year the project will be open to traffic. Most job phases are exempt except construction. Below is a list of typical phases.

CON = Construction

EPE = Early preliminary engineering (used for scoping before design)

NI = Non-infrastructure (projects not involving physical construction of transportation facility or assets)

PE = Preliminary engineering

ROW = Right of way

SUB = Sub-surface engineering

T-CAP = Transit capital

7) Review current list of projects for exempt or non-exempt status: The group was sent these project lists. The group during the meeting reviewed projects in each of these lists:

a. *Projects in TwinCATS:*

Benton Harbor FY17-20 TIP Submitted 2018-05-25 IAWG list: all projects on the list exempt.

The group talked about two projects not on the list:

- I-94/I-94 BL interchange redesign (it was confirmed after the meeting 2021 is open to traffic year). During the meeting, a map was shown to describe the project. A discussion of ramps being exempt took place. The project will be added to the LRTP project list with an exempt status.
- US-31 extension to connect to I-94 (open to traffic 2045). The details of this project were discussed and the project will be added to the LRTP project list with a non-exempt status. A federal grant to fund this project is currently being worked on and will be submitted soon.

Benton Harbor FY17-20 TIP Approved 2018 -06 – 15 transit IAWG list: all projects on the list exempt.

b. *Projects in NATS: projects in Berrien County:*

Niles FY17-20 TIP Submitted 2018-03-27 IAWG list: all projects on the list exempt.

Niles FY17-20 TIP Approved 2018 -06 – 22 transit IAWG list: all projects on the list exempt.

Other projects? There were no other projects.

c. *Projects in rural area:*

Berrien County Local and Transit 2018-2019 IAWG list: all projects on the list exempt.

Road Commission projects? No other projects.

Other projects? None.

d. *Any regionally significant non-federal projects?* None known.

The question was asked if a new transit facility would be exempt. A new transit hub would be a non-exempt project in general. The group will need to discuss more as the project gets closer. How this project might be modeled with the travel demand model would need to be discussed since the existing model does not model transit.

The question was asked: just because all projects are exempt does that mean an IAWG does not need to meet? This question was answered in the section on TIP amendments.

The group discussed a potential project of replacing a grade-separated intersection with an at-grade

signalized intersection. It was asked if this was the kind of project the group would review; answer was yes.

8) Conformity of TIP amendments

a. *Discussion on number and timing of amendments and project review:*

The conformity regulations specify:

- Amendment to only add or delete exempt project* - does not require new conformity analysis
- Amendment to add or delete non-exempt project* - requires new conformity analysis
- Administrative modifications* - does not require new conformity analysis
- General Practice: Moving projects within analysis year groups* - does not require new conformity analysis

The question was asked: how many times a year does the MPO have TIP amendments? The answer: every other month but can be more frequent. There are general guidelines to limit it to six times per year, but it is not a requirement.

The group was asked: how does IAWG want to handle TIP amendment review? The group discussed what was done in the past and other options. The group agreed that all amendments will be emailed to the MITC-IAWG for review. (See e-mail MITC-IAWG July 30, 2018, details for process are explained.)

- 9) *Conformity of LRTP amendments:*** The same process will be followed as described for TIP amendments.
- 10) *Regional Emission Analysis:*** MDOT is responsible for travel demand modeling and emission modeling.
- a. *Emission model: MOVES2014a*
 - b. *Travel demand models*
 - i. *TwinCATS model for the Benton Harbor MPO area*
 - ii. *NATS model for Niles MPO area in Berrien County*
 - iii. *Statewide Model - rural area of county not modeled with TwinCATS or NATS*

The conformity document is scheduled to be completed with the public comment period starting Sept. 4. The document then goes to NATS policy, TwinCATS policy, and then SWMPC Commission for approval.

- 11) *Conformity analysis and document:***
- a. *Project lists, including project description, costs, financial resources, conformity status, etc. (project list with this information included in document)*
 - b. *Summary of IAWG meeting and decisions, and participants*
 - c. *MDOT will be drafting the conformity analysis document with the MPO*
 - d. *The MPO will hold public review and comment period per Public Participation Plan*
 - e. *Public comments will be addressed*

12) *Other discussion items:* Nothing

Future MITC-IAWG: NATS LRTP tentatively March 2019 (Note: This date has been moved to mid-February).

Addendum to MITC-IAWG

An e-mail (see below) was sent to all MITC-IAWG participants on July 30, 2018. A response was received from each member agency. There were no corrections or comments on the July 9, 2018, MITC-IAWG meeting summary. All approved of the process to conduct MITC-IAWG through e-mail and concurred with the change, from exempt to more discussion once a real project needs consideration, for road diet of four through-lanes to two through-lanes. The template for conducting an MITC-IAWG by e-mail, for an all-exempt project list follows.

E-mail of July 30, 2018, summary:

Summary of meeting July 9 MITC-IAWG meeting was sent for review.

Process to conducting MITC-IAWG through e-mail:

If all projects in the amendment are exempt, the MPO will e-mail the IAWG requesting concurrence that all projects are exempt.

The IAWG members will have five business days, starting the day after the e-mail project list is sent for review. The IAWG members will be asked to respond they “concur” or they “do not concur.” Only one response from each key agency of the IAWG is required. (It would be good to have a backup in place – vacations have been shown to increase productive.)

The date of the IAWG will be the date the e-mail request for review is sent. This date is needed for the MDOT project tracking software JobNet. Projects in conformity areas (the term conformity area is being used because of the 1997 ozone standard) require an IAWG meeting date.

Also required in JobNet, for a TIP amendment submittal, is a document. If a conformity analysis is required, it would be attached. If all the projects are exempt, the e-mail IAWG meeting summary will be attached. A meeting summary template has been created and attached for your review and approval.

If a non-exempt project is part of the amendment, a conference call with IAWG would be scheduled to determine details.

Road Diet of 4 through-lanes to 2 through-lanes:

The IAWG was asked to consider a road diet of converting four through-lanes to two through-lanes with the reduced lanes to be converted to bike lanes. After the meeting, this decision was questioned by two members of the IAWG who felt the discussion had gotten too hypothetical with not enough information provided to decide. Information on the excess capacity and other data on the effect of the changes to the road should be provided when considering this change. The group is being asked to change the status from exempt to “more discussion once a real project needs consideration.” Indicate you concur with this change or do not concur.

Template for e-mail IAWG

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Berrien County Nonattainment Area

Name of amendments being considered by IAWG

Date of IAWG

An IAWG was conducted by e-mail; responses are listed below. The IAWG determined that all projects are exempt. The project list is attached.

Agency	Name	Concur	Not Concur	No response
<i>Required Response, one per agency</i>				
<i>EPA</i>	Michael Leslie			
<i>FHWA</i>	Andrea Dewey			
<i>FHWA</i>	Andy Pickard			
<i>FTA</i>	Krishina Welch			
<i>FTA</i>	Angelica Salgado			
<i>MDEQ</i>	Breanna Bukowski			
<i>MDEQ</i>	Kaitlyn Leffert			
<i>MDOT</i>	Jim Sturdevant			
<i>MDOT</i>	Donna Wittl			
<i>MPO</i>	Kim Gallagher			
<i>MPO</i>	Brandon Kovnat			
<i>Optional Response</i>				
<i>BCRD</i>	Jason Latham			
<i>MDOT</i>	Katie Beck			
<i>MDOT</i>	Brian Sanada			
<i>MDOT</i>	Amy Lipset			
<i>MDOT</i>	Ryan Gladding			
<i>MDOT</i>	Jon Roberts			

The following email was sent to the MITC-IAWG for Berrien County on September 26, 2018:

To: MITC-IAWG for Berrien County

From: SWMPC Staff

Date: September 26, 2018

Re: Project List Review

MITC-IAWG Members:

Upon review of the project list for Berrien County reviewed at the July 9th IAWG meeting, it was realized that several projects were missing, there were duplicates, and a few projects were included from outside the county. To provide a clearer list, all the projects have been compiled in a single list, grouped by TwinCATS, NATS, or non-MPO area with projects listed as being in a LRTP, TIP, STIP, or a combination.

The new projects are highlighted in yellow and are mostly for years 2021 - 2024. All new projects are exempt. There is only one project in the complete list that is non-exempt, and it was discussed at the July 9, IAWG (the US-31 extension). The staff of the Southwest Michigan Planning Commission (SWMPC) has reviewed these projects and has determined all projects but one is exempt.

Please review the projects and reply to this email with "I concur" if you agree with the staff recommendation that all but one project is exempt. Please use reply to all for your response. Responses are due by Wednesday October 3, 2018.

Clarification or questions on projects can be sent to SWMPC staff or to the MITC-IAWG group.
Thank you,

Brandon Kovnat
Associate Transportation Planner
Southwest Michigan Planning Commission (SWMPC)
376 W Main St Suite 130
Benton Harbor, MI 49022
(269) 925-1137 x1524
kovnatb@swmpc.org

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC- IAWG)

Berrien County Nonattainment Area

Berrien County Project List Review

September 26, 2018

An IAWG was conducted by email, responses listed below. The IAWG determined that the only non-exempt project is US-31 from Napier to I-94. All other projects are exempt. The project list is attached in Appendix C.

Agency	Name	Concur	Not Concur	No response
<i>Required Response, one per agency</i>				
<i>EPA</i>	Michael Leslie	x		
<i>FHWA</i>	Andrea Dewey	x		
<i>FHWA</i>	Andy Pickard			
<i>FTA</i>	Krishina Welch			
<i>FTA</i>	Angelica Salgado			
<i>MDEQ</i>	Breanna Bukowski	x		
<i>MDEQ</i>	Kaitlyn Leffert	x		
<i>MDOT</i>	Jim Sturdevant			
<i>MDOT</i>	Donna Wittl	x		
<i>MPO</i>	Kim Gallagher	x		
<i>MPO</i>	Brandon Kovnat	x		
<i>Optional Response</i>				
<i>BCRD</i>	Jason Latham			
<i>MDOT</i>	Katie Beck	x		
<i>MDOT</i>	Brian Sanada			
<i>MDOT</i>	Amy Lipset			
<i>MDOT</i>	Ryan Gladding			
<i>MDOT</i>	<i>Jon Roberts</i>			

Appendix B: Southwest Michigan Planning Commission Resolution of Support

The Southwest Michigan Planning Commission(SWMPC) is the regional planning agency for Berrien, Cass, and Van Buren Counties. SWMPC serves as the Metropolitan Planning Organization for two urbanized areas within Berrien County: (1) The Twin Cities Area Transportation Study (TwinCATS), and (2) the Niles-Buchanan-Cass Area Transportation Study (NATS). On December 18, 2018 the SWMPC board signed the following resolution supporting the finding of the Berrien County Conformity Document

RESOLUTION TO ACCEPT THE 8-HOUR OZONE TRANSPORTATION CONFORMITY ANALYSIS FOR THE TWIN CITIES AREA TRANSPORTATION STUDY 2018-2045 LONG RANGE TRANSPORTATION PLAN

Whereas, the United States Environmental Protection Agency has designated Berrien County as Nonattainment for the 2015 8-hour ozone standard; and

Whereas, all proposed transportation projects using federal funds between 2018-2045 in Berrien County were sent to the Michigan Transportation Conformity Inter-Agency Work Group for Berrien County, to determine applicability for conformity analysis testing, and

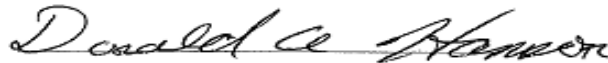
Whereas, the Inter-Agency Work Group has determined that the proposed expansion project for the US-31 completion to I-94 in Benton Harbor should be tested for Air Quality Conformity; and

Whereas the results of the Conformity Analysis conducted by the Michigan Department of Transportation forecasted that VOC and NOx emissions for Berrien County are currently below the maximum levels allowed by the County's emissions budget and are predicted to remain below the allowed levels through 2045, thereby demonstrating conformity;

Now therefore be it resolved, the Southwest Michigan Planning Commission accepts the results of the eight-hour Ozone Transportation Conformity Analysis for the Berrien County and determines that the TwinCATS 2018-2045 Long Range Transportation Plan conforms with the State Implementation Plan;

THE FOREGOING RESOLUTION WAS ADOPTED PURSUANT TO RULES AND REGULATIONS OF THE FEDERAL HIGHWAY ADMINISTRATION AND THE MICHIGAN DEPARTMENT OF TRANSPORTATION BY A VOTE OF THE SOUTHWEST MICHIGAN PLANNING COMMISSION ON DECEMBER 18, 2018

ATTEST:



Appendix C: Public Comments and Responses

No comments received

Appendix D: Projects Included in Conformity Analysis

The list of projects begins on the following page

Fiscal Year	JobNet ID	MPO	Included in: LRTP, TIP, or STIP	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fund Source
2018	130766	NATS	LRTP&TIP	Buchanan	Red Bud/River Cutoff	at River St	0.001	Traffic Safety	Signal replacement and video detection equipment	CON	STU
2018	130866	NATS	LRTP&TIP	Niles	17th Street	Broadway to Main	0.568	Road Rehabilitation	Mill 1.5" deep and repave	CON	STU
2018	131063	NATS	LRTP&TIP	Berrien County Road Department	IN-MI River Valley Trail	Brandywine Ck Nat. Pres to Fort St, Niles Twp	1.2	Roadside Facilities - Improve	Construct Shared-Use Path	CON	TA
2018	203095	NATS	LRTP&TIP	Niles Dial-A-Ride	Transit vehicle Replacements	City of Niles & Niles Township	0.000	1110-Bus Rolling Stock	Transit operations	NI	5307
2018	203098	NATS	LRTP&TIP	Niles Dial-A-Ride	Equipment	City of Niles & Niles Township	0.000	1170-Other Capital Items (Bus)	Transit maintenance equipment and parts	NI	5307
2018	203491	NATS	LRTP&TIP	Niles Dial-A-Ride	Transit Operating	City of Niles & Niles Township	0.000	SP10-State Match urban Agency	Preventive maintenance under the FY18 Section 5307 local program.	NI	5307
2018	125896	NATS	LRTP&TIP	Buchanan Dial-A-Ride	Transit Operating	City of Buchanan & Buchanan Township	0.000	3000-Operating Assistance	FY15 Section 5311 Operating	NI	5311
2018	201758	NATS	LRTP&TIP	Buchanan Dial-A-Ride	Transit Operating	City of Buchanan & Buchanan Township	0.000	3000-Operating Assistance	Provide additional operating funds for public transportation services.	NI	5311
2018	202314	NATS	LRTP&TIP	Buchanan Dial-A-Ride	Transit Operating	City of Buchanan & Buchanan Township	0.000	3000-Operating Assistance	Operating assistance.	NI	5311
2018	204115	NATS	LRTP&TIP	Buchanan Dial-A-Ride	Transit Operating	City of Buchanan & Buchanan Township	0.000	3000-Operating Assistance	FY 2018 Transit Operating	NI	5311
2018	203492	NATS	LRTP&TIP	Niles Dial-A-Ride	Transit vehicle Replacements	City of Niles & Niles Township	0.000	SP10-State Match urban Agency	Purchase a replacement bus under the FY18 Section 5339 local program.	NI	5339
2018	201534	NATS	LRTP&TIP	Niles Dial-A-Ride	Transit Operating	City of Niles & Niles Township	0.000	SP05-Local Bus Operating	Formula Budget	NI	CTF
2018	201551	NATS	LRTP&TIP	Buchanan Dial-A-Ride	Transit Operating	City of Buchanan & Buchanan Township	0.000	SP05-Local Bus Operating	Formula Budget	NI	CTF
2018	204522	NATS	LRTP&TIP	Buchanan Dial-A-Ride	Transit Operating	City of Buchanan & Buchanan Township	0.000	SP05-Local Bus Operating	Formula budget for 2019 local bus operating assistance.	NI	CTF
2018	204582	NATS	LRTP&TIP	Niles Dial-A-Ride	Transit Operating	City of Niles & Niles Township	0.000	SP05-Local Bus Operating	Formula budget for 2019 local bus operating assistance.	NI	CTF
2018	204201	NATS	LRTP&TIP	MDOT	M-51	Stateline to Chestnut Lane	2.2	Road Rehabilitation	Cold Milling and Two Course HMA Overlay	PE	GF19
2018	129876	NATS	LRTP&TIP	MDOT	US-31	over US-12	0.000	Bridge Rehabilitation	Shallow Overlay, Full Paint, Pin and Hangers	PE	M
2018	129876	NATS	LRTP&TIP	MDOT	US-31	over US-12	0.000	Bridge Rehabilitation	Shallow Overlay, Full Paint, Pin and Hangers	PE-S	M
2018	201224	NATS	LRTP&TIP	MDOT	US-12	US-12 over St. Joseph River, Berrien County	0.000	Bridge CPM	Epoxy Ovly, Full Pt, Steel Beam Repairs, Pin & Hanger Repl	PE	M
2018	201224	NATS	LRTP&TIP	MDOT	US-12	US-12 over St. Joseph River, Berrien County	0.000	Bridge CPM	Epoxy Ovly, Full Pt, Steel Beam Repairs, Pin & Hanger Repl	PE-S	M
2019	130684	NATS	LRTP&TIP	Berrien County Road Department	Main St	City limits to 400 feet North of Reed	1.204	Road Rehabilitation	2" HMA overlay	CON	STU
2019	130775	NATS	LRTP&TIP	Berrien County Road Department	Bertrand Rd	Portage to Copp	1.514	Road Rehabilitation	2" HMA overlay and gravel shoulders	CON	STU
2019	204201	NATS	LRTP&TIP	MDOT	M-51	Stateline to Chestnut Lane	2.2	Road Rehabilitation	Cold Milling and Two Course HMA Overlay	ROW	GF19
2019	204201	NATS	LRTP&TIP	MDOT	M-51	Stateline to Chestnut Lane	2.2	Road Rehabilitation	Cold Milling and Two Course HMA Overlay	CON	GF19
2019	201224	NATS	LRTP&TIP	MDOT	US-12	US-12 over St. Joseph River, Berrien County	0	Bridge CPM	Epoxy Ovly, Full Pt, Steel Beam Repairs, Pin & Hanger Repl	CON	NH
2019	127449	NATS	LRTP&TIP	MDOT	US-12	Dayton Lake Road to Mayflower Road	6.854	Road Rehabilitation	Mill & Two Course HMA Overlay	ROW	M
2019	203792	NATS	LRTP&TIP	MDOT	M-51	Main Street to North City Limits of Niles	1.368	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	PE	M
2019	203792	NATS	LRTP&TIP	MDOT	M-51	Main Street to North City Limits of Niles	1.368	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	ROW	M
2020	202425	NATS	LRTP&TIP	Niles	Lake St	Lake Street over Amtrak RR, Str# 1059	0	Bridge CPM	Capital Preventative Maintenance	CON	BHT
2020	130769	NATS	LRTP&TIP	Berrien County Road Department	3rd St	US-12 to Fulkerson Road	1.229	Road Rehabilitation	2" HMA overlay with gravel shoulders	CON	STU

Fiscal Year	JobNet ID	MPO	Included in: L RTP, TIP, or STIP	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fund Source
2020	129876	NATS	LRTP&TIP	MDOT	US-31	over US-12	0	Bridge Rehabilitation	Shallow Overlay, Full Paint, Pin and Hangers	CON	NH
2020	203792	NATS	LRTP&TIP	MDOT	M-51	Main Street to North City Limits of Niles	1.368	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	CON	NH
2020	113735	NATS	LRTP&TIP	MDOT	US-12 E	US-12 and Niles Buchanan Road	0.002	New Facilities	Construct new carpool lot.	PE	M
2020	201984	NATS	LRTP&TIP	MDOT	US-31 N	US-12 (Exit 3) to Walton Road (Exit 7)	5.174	Road Rehabilitation	Hot Mix Asphalt Overlay	PE	M
2020	202003	NATS	LRTP&TIP	MDOT	M-51	Chestnut Lane to M-60BR	3.543	Reconstruction	Interchange reconstruction and asphalt resurfacing	PE	M
2020	202003	NATS	LRTP&TIP	MDOT	M-51	Chestnut Lane to M-60BR	3.543	Reconstruction	Interchange reconstruction and asphalt resurfacing	PE-S	M
2021	127449	NATS	LTRP	MDOT	US-12	Dayton Lake Road to Mayflower Road	6.854	Road Rehabilitation	Mill & Two Course HMA Overlay	CON	ST
2023	201984	NATS	LTRP	MDOT	US-31 N	US-12 (Exit 3) to Walton Road (Exit 7)	5.174	Road Rehabilitation	Hot Mix Asphalt Overlay	CON	NH
2023	202003	NATS	LTRP	MDOT	M-51	Chestnut Lane to M-60BR	3.543	Reconstruction	Interchange reconstruction and asphalt resurfacing	CON	NH
2023	113735	NATS	LTRP	MDOT	US-12 E	US-12 and Niles Buchanan Road	0.002	New Facilities	Construct new carpool lot.	CON	ST
2018	203128	Non-MPO	STIP	SWMPC	Rideshare	Berrien County	0	Operation Improvements	Rideshare	NI	CMG
2018	202473	Non-MPO	STIP	Berrien County Road Department	Hochberger Rd	Hochberger Rd, Deans Hill Rd to Pipestone Rd, Berrien Township	2.04	Road Rehabilitation	Hochberger Road Resurfacing	CON	EDF
2018	204265	Non-MPO	STIP	CSX Transportation Inc	W Youngren Rd	At CSX Transportation in Chikaming Township, Berrien County	0	Railroad	install flashing-light signals and half-roadway gates	CON	STRP
2018	125892	Non-MPO	STIP	Berrien County Public Transit	Transit Operating	Rural portions of Berrien County	0.000	3000-Operating Assistance	FY15 Section 5311 Operating	NI	5311
2018	201754	Non-MPO	STIP	Berrien County Public Transit	Transit Operating	Rural portions of Berrien County	0.000	3000-Operating Assistance	Provide additional operating funds for public transportation services.	NI	5311
2018	202308	Non-MPO	STIP	Berrien County Public Transit	Transit Operating	Rural portions of Berrien County	0.000	3000-Operating Assistance	Operating assistance.	NI	5311
2018	204111	Non-MPO	STIP	Berrien County Public Transit	Transit Operating	Rural portions of Berrien County	0.000	3000-Operating Assistance	FY 2018 Transit Operating	NI	5311
2018	202998	Non-MPO	STIP	Berrien County Public Transit	Transit Vehicle Replacements	Rural portions of Berrien County	0.000	1110-Bus Rolling Stock	Bus replacement	NI	CM
2018	201468	Non-MPO	STIP	Berrien County Public Transit	Transit Operating	Rural portions of Berrien County	0.000	SP05-Local Bus Operating	Formula Budget	NI	CTF
2018	204517	Non-MPO	STIP	Berrien County Public Transit	Transit Operating	Rural portions of Berrien County	0.000	SP05-Local Bus Operating	Formula budget for 2019 local bus operating assistance.	NI	CTF
2018	129845	Non-MPO	STIP	Berrien County Public Transit	Equipment	Rural portions of Berrien County	0.000	1140-Bus Support Equip / Facilities	Transit operations equipment	NI	STL
2018	123135	Non-MPO	STIP	MDOT	I-94	at three locations by New Buffalo, Berrien County	0	Bridge Rehabilitation	Deep Overlay, Beam Repair, Pin and Hanger Replace	CON	IM
2018	127019	Non-MPO	STIP	MDOT	I-94	Indiana State Line to M-239	1.466	Road Rehabilitation	Multiple Course HMA Overlay	CON	IM
2018	123168	Non-MPO	STIP	MDOT	I-94	under Union Pier Rd and Maudlin Road, Berrien Co	0	Bridge CPM	Full Pt, Dk Patch, Bm & Substructure Repair	CON	IM
2018	131572	Non-MPO	STIP	MDOT	I-94	M-239 (Exit 1) to Kruger Road	3.397	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	CON	IM
2018	200532	Non-MPO	STIP	MDOT	I-94	Over Squaw Creek, south of US-12	2.232	Road Rehabilitation	Culvert Replacement, Roadway Reconstruction	PE	M
2018	202333	Non-MPO	STIP	MDOT	M-140	CSX in Watervliet	0	Railroad	Reconstruct railroad crossing surface	CON	STRH
2019	203165	Non-MPO	STIP	SWMPC	Rideshare	Berrien Countywide	0	Operation Improvements	Rideshare	NI	CMG

Fiscal Year	JobNet ID	MPO	Included in: LRTP, TIP, or STIP	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fund Source
2019	120015	Non-MPO	STIP	Baroda	Lemon Creek Road	First Street to Ruggles	0.285	Road Rehabilitation	Resurface	CON	STL
2019	129835	Non-MPO	STIP	Berrien County Road Department	Red Arrow Highway	0.8 mile S of Bridgman to 1.6 miles of Bridgman	0.8	Road Rehabilitation	Resurface	CON	STL
2019	203013	Non-MPO	STIP	Berrien County Public Transit	Facilities	Rural portions of Berrien County	0.000	1140-Bus Support Equip / Facilities	Garage Equipment	NI	STL
2019	133012	Non-MPO	STIP	Berrien County Public Transit	Transit Vehicle Replacements	Rural portions of Berrien County	0.000	1110-Bus Rolling Stock	Bus replacement.	NI	STUL
2019	203695	Non-MPO	STIP	MDOT	US-12	Indiana/Michigan State line to Monroe Street	3.141	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	PE	M
2019	203697	Non-MPO	STIP	MDOT	US-12	Monroe Street to Red Arrow Highway Intersection	1.957	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	PE	M
2020	202437	Non-MPO	STIP	Berrien County Road Department	W Glendora Rd	Glendora Road over E. Br. Galien River, Str# 966	0	Bridge Replacement	Bridge Replacement	CON	BRT
2020	203259	Non-MPO	STIP	SWMPC	Rideshare	Berrien Countywide	0	Operation Improvements	2020 Berrien County Rideshare Program	NI	CMG
2020	129836	Non-MPO	STIP	Berrien County Road Department	Red Arrow Highway	1.6 miles S of Bridgman to 2.4 miles S of Bridgman	0.8	Road Rehabilitation	Resurface	CON	STL
2020	133172	Non-MPO	STIP	Berrien Springs	Snow Rd.	US - 31 to 1500 feet west of Red Bud Trail.	0.118	Road Rehabilitation	Resurfacing.	CON	STUL
2020	203697	Non-MPO	STIP	MDOT	US-12	Monroe Street to Red Arrow Highway Intersection	1.957	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	ROW	M
2021	203695	Non-MPO		MDOT	US-12	Indiana/Michigan State line to Monroe Street	3.141	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	CON	M
2021	203697	Non-MPO		MDOT	US-12	Monroe Street to Red Arrow Highway Intersection	1.957	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	CON	ST
2023	200532	Non-MPO		MDOT	I-94	Over Squaw Creek, south of US-12	2.232	Road Rehabilitation	Culvert Replacement, Roadway Reconstruction	CON	IM
2018	121016	TwinCATS	LRTP&TIP	Benton Harbor	Pipestone St	at Jefferson St., city of Benton Harbor	0.001	Traffic Safety	Traffic signal modernization	CON	CMG
2018	200256	TwinCATS	LRTP&TIP	Berrien County Road Department	Territorial Road	Territorial Road from 4th Street to the west	1.364	Road Rehabilitation	HMA resurfacing, paved shoulders, tree removal, signing	CON	HRRR
2018	129834	TwinCATS	LRTP&TIP	Berrien County Road Department	Red Arrow Highway	Bridgman city limits to Browntown Road	2.346	Road Rehabilitation	Resurface	CON	STL
2018	130793	TwinCATS	LRTP&TIP	Berrien County Road Department	Shawnee Rd	From Jericho to Holden Road	0.999	Reconstruction	Construct 5ft wide shoulders and resurface	CON	STUL
2018	130797	TwinCATS	LRTP&TIP	Berrien County Road Department	Nickerson Ave	M-139 to 700 ft E of Woodley	0.643	Road Rehabilitation	Mill and Fill 2 inches	CON	STUL
2018	133290	TwinCATS	LRTP&TIP	St. Joseph	Wallace Avenue	Lakeshore Drive (BL 94) to South State Street	0.376	Reconstruction	Full reconstruction	CON	STUL
2018	202888	TwinCATS	LRTP&TIP	TCAT	Transit Vehicle Replacements	TCATA Service Area	0.000	SP10-State Match urban Agency	bus purchase	NI	5307
2018	203048	TwinCATS	LRTP&TIP	TCATA	Transit Operating	TCATA Service Area	0.000	SP10-State Match urban Agency	TwinCities Transit Operations	NI	5307
2018	203102	TwinCATS	LRTP&TIP	TCATA	Transit Operating	TCATA Service Area	0.000	SP03-Discretionary Operating	Regular Operation Expenses	NI	5307
2018	203379	TwinCATS	LRTP&TIP	TCATA	Transit Vehicle Replacements	TCATA Service Area	0.000	SP10-State Match urban Agency	Purchase vans and facility renovation.	NI	5307
2018	203642	TwinCATS	LRTP&TIP	TCATA	Equipment	TCATA Service Area	0.000	SP10-State Match urban Agency	Facility renovation and purchase communication equipment.	NI	5307
2018	200778	TwinCATS	LRTP&TIP	TCATA	Mobility Manager	TCATA Service Area	0.000	1170-Other Capital Items (Bus)	Mobility management under the FY17 Section 5310 program.	NI	5310

Fiscal Year	JobNet ID	MPO	Included in: LRTP, TIP, or STIP	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fund Source
2018	203056	TwinCATS	LRTP&TIP	TCATA	Equipment	TCATA Service Area	0.000	1170-Other Capital Items (Bus)	5339 Capital Facilities Improvements	NI	5339
2018	201552	TwinCATS	LRTP&TIP	TCATA	Transit Operating	TCATA Service Area	0.000	SP05-Local Bus Operating	Formula Budget	NI	CTF
2018	201641	TwinCATS	LRTP&TIP	TCATA	JARC	TCATA Service Area	0.000	SP12-Transportation to Work	Provide job-related transportation to welfare and low-income individuals.	NI	CTF
2018	202797	TwinCATS	LRTP&TIP	Indian Trails, Inc.	Facilities	Benton Harbor Transportation Center/St. Joseph County	0.000	SP04-Intercity Operating	To provide terminal improvements.	NI	CTF
2018	204604	TwinCATS	LRTP&TIP	TCATA	Transit Vehicle Replacements	TCATA Service Area	0.000	SP05-Local Bus Operating	Formula budget for 2019 local bus operating assistance.	NI	CTF
2018	127448	TwinCATS	LRTP&TIP	MDOT	M-139	M-139 at Tanglewood Trail and Anna Lane	0.71	Minor Widening	Install passing flares.	ROW	CM
2018	202013	TwinCATS	LRTP&TIP	MDOT	I-94 W	Three Oaks Road to Red Arrow Highway (Exit 16)	4.314	Road Rehabilitation	Cold Milling and Two Course Hot Mix Asphalt Resurfacing	CON	GF18
2018	118792	TwinCATS	LRTP&TIP	MDOT	I-196	I-94 to North of M-63 (Exit 7)	7.901	Road Rehabilitation	Mill Existing & Multiple Course HMA Overlay	ROW	IM
2018	130008	TwinCATS	LRTP&TIP	MDOT	I-94	Britain Avenue to I-196	4.721	Reconstruction	Reconstruction of I-94 and partial interchange.	ROW	IM
2018	118792	TwinCATS	LRTP&TIP	MDOT	I-196	I-94 to North of M-63 (Exit 7)	7.901	Road Rehabilitation	Mill Existing & Multiple Course HMA Overlay	CON	IM,EMRP
2018	115754	TwinCATS	LRTP&TIP	MDOT	I-196	under M-63	0	Bridge Replacement	Bridge Replacement	CON	IM,IPD
2018	200631	TwinCATS	LRTP&TIP	MDOT	M-139	Hinchman Road to north of the St. Joseph River	7.015	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	PE	M
2018	200684	TwinCATS	LRTP&TIP	MDOT	M-139	Over Buckhorn Creek, north of Rocky Weed Rd.	0.191	Reconstruction	Culvert Replacement and Road Reconstruction	PE	M
2018	202013	TwinCATS	LRTP&TIP	MDOT	I-94 W	Three Oaks Road to Red Arrow Highway (Exit 16)	4.314	Road Rehabilitation	Cold Milling and Two Course Hot Mix Asphalt Resurfacing	PE	M
2018	201975	TwinCATS	LRTP&TIP	MDOT	I-196	Exit 1, SW quadrant of interchange.	0	Roadside Facilities - Preserve	Resurface existing carpool lot.	CON	ST
2019	204649	TwinCATS	LRTP&TIP	Berrien County Road Department	S Roosevelt Rd	South Roosevelt Road from Hidden Pines Trail to Marquette Woods	0.306	New Facilities	South Roosevelt Road non-motorized trail	PE	CM
2019	204649	TwinCATS	LRTP&TIP	Berrien County Road Department	S Roosevelt Rd	South Roosevelt Road from Hidden Pines Trail to Marquette Woods	0.306	New Facilities	South Roosevelt Road non-motorized trail	CON	CM
2019	130789	TwinCATS	LRTP&TIP	Berrien County Road Department	John Beers Rd	From Hollywood to Scottdale	1.065	Road Rehabilitation	Construct 5ft paved shoulders and resurface	CON	STUL
2019	130790	TwinCATS	LRTP&TIP	Berrien County Road Department	Napier Ave	Napier from SJ River to 3700 ft East	0.874	Road Rehabilitation	Mill and Fill ADA ramps as required.	CON	STUT
2019	203899	TwinCATS	LRTP&TIP	TCATA	Transit Operating	TCATA Service Area	0.000	SP05-Local Bus Operating	Operations	NI	5307
2019	203901	TwinCATS	LRTP&TIP	TCATA	Equipment	TCATA Service Area	0.000	1160-Signal & Communication Equip - Bus	Signs	NI	5307
2019	203902	TwinCATS	LRTP&TIP	TCATA	Facilities	TCATA Service Area	0.000	1140-Bus Support Equip / Facilities	Fence	NI	5307
2019	203903	TwinCATS	LRTP&TIP	TCATA	Equipment	TCATA Service Area	0.000	1140-Bus Support Equip / Facilities	Staff Vehicles	NI	5307
2019	203904	TwinCATS	LRTP&TIP	TCATA	Equipment	TCATA Service Area	0.000	1140-Bus Support Equip / Facilities	Wrecker	NI	5307
2019	204638	TwinCATS	LRTP&TIP	TCATA	Mobility Manager	TCATA Service Area	0.000	6470-New Freedom Projects	To provide mobility management services.	NI	5310
2019	204639	TwinCATS	LRTP&TIP	TCATA	Mobility Manager	TCATA Service Area	0.000	6470-New Freedom Projects	To provide mobility management services.	NI	5310

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2019	203906	TwinCATS	LRTP&TIP	TCATA	Transit Vehicle Replacements	TCATA Service Area	0.000	1110-Bus Rolling Stock	Bus Transit vehicle additions/replacements	NI	5339
2019	203907	TwinCATS	LRTP&TIP	TCATA	JARC	TCATA Service Area	0.000	3000-Operating Assistance	JARC Grant	NI	CTF
2019	204479	TwinCATS	LRTP&TIP	TCATA	JARC	TCATA Service Area	0.000	SP12-Transportation to Work	Employment transportation for welfare and low-income individuals.	NI	CTF
2019	127448	TwinCATS	LRTP&TIP	MDOT	M-139	M-139 at Tanglewood Trail and Anna Lane	0.71	Minor Widening	Install passing flares.	CON	CM
2019	126888	TwinCATS	LRTP&TIP	MDOT	I-94 E	under Glenlord Road and Cleveland Avenue over I-94	0	Bridge Rehabilitation	Deep Overlay, Substructure Repair, Beam Repair,	CON	IM
2019	131843	TwinCATS	LRTP&TIP	MDOT	I-94	St. Joseph River to Britain Avenue.	4.086	Reconstruction	Reconstruction and Hot Mix Asphalt Resurfacing	PE	M
2019	131843	TwinCATS	LRTP&TIP	MDOT	I-94	St. Joseph River to Britain Avenue.	4.086	Reconstruction	Reconstruction and Hot Mix Asphalt Resurfacing	PE-S	M
2019	201978	TwinCATS	LRTP&TIP	MDOT	US-31	Exit 24, SW quadrant of interchange.	0.000	Roadside Facilities - Preserve	Resurface existing carpool lot.	PE	M
2019	203692	TwinCATS	LRTP&TIP	MDOT	I-94BL	I-94 to Glenlord Road	1.104	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	PE	M
2019	203692	TwinCATS	LRTP&TIP	MDOT	I-94BL	I-94 to Glenlord Road	1.104	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	ROW	M
2019	203693	TwinCATS	LRTP&TIP	MDOT	I-94BL	St. Joseph River to Fair Avenue	1.783	Road Capital Preventive Maintenance	Single Course Micro-Surfacing	PE	M
2019	203698	TwinCATS	LRTP&TIP	MDOT	M-139	Various Crack Seal Locations	22.114	Road Capital Preventive Maintenance	Overband Crack Fill	PE	M
2019	128059	TwinCATS	LRTP&TIP	MDOT	M-63	over St. Joseph River	0	Bridge CPM	Epoxy overlay, scour, mechanical & electrical	CON	NH
2019	128063	TwinCATS	LRTP&TIP	MDOT	I-94 BL	over St. Joseph River in Benton Harbor	0	Bridge CPM	Epoxy overlay, joints, mechanical, electrical	CON	NH
2019	200631	TwinCATS	LRTP&TIP	MDOT	M-139	Hinchman Road to north of the St. Joseph River	7.015	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	CON	NH
2019	204423	TwinCATS	LRTP&TIP	MDOT	Signage	Signing Update	0.357	Traffic Safety	Cantilevers Replacement Project	PE	STG
2020	202463	TwinCATS	LRTP&TIP	Berrien County Road Department	Leeds Ave	Napier Avenue at Leeds Avenue, Benton Township	0	Traffic Safety	Traffic signal modernization	CON	CMG
2020	130787	TwinCATS	LRTP&TIP	Berrien County Road Department	Marquette Woods Rd	Roosevelt to Cleveland	0.492	Road Rehabilitation	Resurface,widen shoulders	CON	STUL
2020	130865	TwinCATS	LRTP&TIP	Berrien County Road Department	Napier Ave	I-94 west 4300 feet	0.772	Resurface	Mill and fill with ADA ramps as required	CON	STUL
2020	203908	TwinCATS	LRTP&TIP	TCATA	Transit Operating	TCATA Service Area	0.000	SP05-Local Bus Operating	T- Ops	NI	5307
2020	203913	TwinCATS	LRTP&TIP	TCATA	Transit Vehicle Replacements	TCATA Service Area	0.000	1110-Bus Rolling Stock	Transit Vehicle Replacement	NI	5307
2020	203909	TwinCATS	LRTP&TIP	TCATA	Transit Operating	TCATA Service Area	0.000	SP05-Local Bus Operating	Operating funds	NI	5310
2020	203911	TwinCATS	LRTP&TIP	TCATA	Transit Vehicle Replacements	TCATA Service Area	0.000	1110-Bus Rolling Stock	Transit Vehicle replacements	NI	5339
2020	203912	TwinCATS	LRTP&TIP	TCATA	Transit Vehicle Replacements	TCATA Service Area	0.000	1110-Bus Rolling Stock	Transit Vehicle Replacements	NI	CM
2020	203914	TwinCATS	LRTP&TIP	TCATA	JARC	TCATA Service Area	0.000	3000-Operating Assistance	JARC Grant	NI	CTF
2020	131843	TwinCATS	LRTP&TIP	MDOT	I-94	St. Joseph River to Britain Avenue.	4.086	Reconstruction	Reconstruction and Hot Mix Asphalt Resurfacing	ROW	M

Fiscal Year	JobNet ID	MPO	Included in: LRTP, TIP, or STIP	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fund Source
2020	200684	TwinCATS	LRTP&TIP	MDOT	M-139	Over Buckhorn Creek, north of Rocky Weed Rd.	0.191	Reconstruction	Culvert Replacement and Road Reconstruction	ROW	NH
2020	203692	TwinCATS	LRTP&TIP	MDOT	I-94BL	I-94 to Glenlord Road	1.104	Road Capital Preventive Maintenance	Mill and One Course Hot Mix Asphalt Overlay	CON	NH
2020	203693	TwinCATS	LRTP&TIP	MDOT	I-94BL	St. Joseph River to Fair Avenue	1.783	Road Capital Preventive Maintenance	Single Course Micro-Surfacing	CON	NH
2020	203698	TwinCATS	LRTP&TIP	MDOT	M-139	Various Crack Seal Locations	22.114	Road Capital Preventive Maintenance	Overband Crack Fill	CON	ST
2021	130008	TwinCATS	LRTP	MDOT	I-94	Britain Avenue to I-196	4.721	Reconstruction	Reconstruction of I-94 and partial interchange.	CON	IM
2021	132824	TwinCATS	LRTP	MDOT	I-94 EB	I-94 BL (Exit 23) to the St. Joseph River	6.352	Reconstruction	Reconstruction	PE	M
2021	132824	TwinCATS	LRTP	MDOT	I-94 EB	I-94 BL (Exit 23) to the St. Joseph River	6.352	Reconstruction	Reconstruction	PE-S	M
2021	204332	TwinCATS	LRTP	MDOT	I-94	Exit 23 off I-94 BL Stevensville, Berrien Co.	0.000	Roadside Facilities - Improve	Expand and resurface.	PE	M
2022	132664	TwinCATS	LRTP	MDOT	I-94 WB	Pipestone Road (Exit 29)	0.531	Major Widening	Ramp Reconstruction	CON	CM
2022	131843	TwinCATS	LRTP	MDOT	I-94	St. Joseph River to Britain Avenue.	4.086	Reconstruction	Reconstruction and Hot Mix Asphalt Resurfacing	CON	IM
2022	132824	TwinCATS	LRTP	MDOT	I-94 EB	I-94 BL (Exit 23) to the St. Joseph River	6.352	Reconstruction	Reconstruction	ROW	IM
2022	200684	TwinCATS	LRTP	MDOT	M-139	Over Buckhorn Creek, north of Rocky Weed Rd.	0.191	Reconstruction	Culvert Replacement and Road Reconstruction	CON	NH
2022	201978	TwinCATS	LRTP	MDOT	US-31	Exit 24, SW quadrant of interchange.	0	Roadside Facilities - Preserve	Resurface existing carpool lot.	CON	ST
2022	204423	TwinCATS	LRTP	MDOT	Signage	Signing Update, Signing Updates	0.357	Traffic Safety	Cantilevers Replacement Project	CON	STG
2023	128907	TwinCATS	LRTP	MDOT	I-94 WB	I-196 to 0.7 miles west of M-140	5.375	Road Rehabilitation	Repair Existing & Multiple Course HMA Overlay	CON	IM
2024	132824	TwinCATS	LRTP	MDOT	I-94 EB	I-94 BL (Exit 23) to the St. Joseph River	6.352	Reconstruction	Reconstruction	CON	IM
2024	204332	TwinCATS	LRTP	MDOT	I-94	Exit 23 off I-94 BL Stevensville, Berrien Co.	0	Roadside Facilities - Improve	Expand and resurface; car pool parking lot.	CON	ST
2045		TwinCATS	LRTP	MDOT	US-31	from Napier road to I-94	2.5	Construct New Road	connect US-31 from Napier Rd to I-94 at I-94 BL	CON	UNKOWN
2018	200709	All	LRTP/S/TIP	MDOT	Regional	various roads		CPM – Asphalt Crack Seal Treatment	Crack seal	CON	STL