
Draft for Public Comment

Transportation Conformity Determination Report for the 1997 Ozone NAAQS

Cass County Orphan Maintenance Area

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Prepared by:
Michigan Department of Transportation
Statewide and Urban Travel Analysis Section
Van Wagoner Transportation Building
Lansing, MI 48933
WittID@Michigan.gov
517-335-4620

in cooperation with

Southwest Michigan Planning Commission (SWMPC)
376 West Main St., Suite 130
Benton Harbor, MI 49022
www.swmpc.org

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EXECUTIVE SUMMARY

As part of its transportation planning process, the Niles-Buchanan-Cass Area Transportation Study (NATS) and relevant portions of the State Transportation Improvement Plan (STIP) completed the transportation conformity process for the new 2050 NATS Long-Range Transportation Plan (LRTP) and the 2023-2026 Transportation Improvement Program (TIP).

This report documents that the NATS 2050 LRTP and the 2023-2026 TIP, as well as the STIP in Cass County, meet the federal transportation conformity requirements in 40 CFR Part 93 subpart A.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standard (NAAQS) or any interim milestones 42 U.S.C. 7506(c)(1). United States Environmental Protection Agency’s (EPA) transportation conformity rules establish the criteria and procedures for determining whether Metropolitan Transportation Plans (MTP), TIPs, and federally supported highway and transit projects conform to the SIP, 40 CFR Parts 51.390 and 93 subpart A.

On Feb. 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations were required in these areas after Feb. 16, 2019. Cass County was in maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. It was also designated attainment for the 2015 ozone NAAQS on Aug. 3, 2018. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the Long-Range Transportation Plan (LRTP), TIP, and STIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on Nov. 29, 2018.

1.0 BACKGROUND

1.1 TRANSPORTATION CONFORMITY PROCESS

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and projects are consistent with (“conform to”) the state’s air quality goals in the SIP.

Transportation conformity is required under CAA Section 176(c) to ensure that federally supported transportation activities are consistent with (“conform to”) the purpose of a state’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 CONFORMITY AREA

The conformity area consists of Cass County. Within the boundary is part of the metropolitan planning organization (MPO) of NATS (core cities of Niles and Buchanan), as well as the rural projects contained in the STIP in Cass County.

Findings of the transportation conformity report are for transportation activities contained within the conformity area.

1.3 ATTAINMENT STATUS

On April 15, 2004, the EPA issued final designations of areas not attaining the 1997 ozone NAAQS. Cass County was designated a nonattainment area.

On May 16, 2007, the EPA redesignated the area attainment, approving and finding adequate motor vehicle emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x) for the year 2018. The area was placed into maintenance; this requires conformity emissions to be compared to the motor vehicle emission budgets contained in the SIP.

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 NAAQS, revoking the requirement to do transportation conformity for areas that were in maintenance.

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

On April 23, 2018, FHWA began requiring areas in the country to conduct conformity if they were a maintenance area for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when

the 1997 ozone NAAQS was revoked. This was to comply with the court's decision in *South Coast II*. The Cass County conformity area was one of these areas. 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 Cass County as attainment for the strengthened 2015 ozone NAAQS.

2.0 METROPOLITAN TRANSPORTATION PLAN, OR LONG-RANGE TRANSPORTATION PLAN

The MTP, also referred to as an LRTP, is developed by the MPO to establish a long-term transportation plan. An MTP is federally required for MPOs to receive federal funding and must provide a 20-year (or longer) horizon. Plans are required to be updated every four to five years. The purpose of an MTP is to assess future needs of the area's transportation system and set goals to meet those needs. The planning process can enhance quality of life by fostering the mobility of people and freight in an effective and safe method.

NATS is developing a new 2050 LRTP. This conformity report is to ensure that the new LRTP in the Cass County orphan maintenance area satisfies its obligation to the CAA. This assessment also includes the NATS 2023 to 2026 TIP and the 2023 to 2026 STIP projects in Cass County. Projects for the NATS LRTP and TIP were evaluated at the March 31, 2023, Michigan Transportation Interagency Workgroup (MITC-IAWG). Projects for the rural STIP have not changed since the latest amendment. This report evaluates transportation activities contained in:

- NATS 2050 LRTP in Cass County,
- NATS 2023-2026 TIP and amendments in Cass County, and
- 2023-2026 STIP projects and amendments in Cass County.

3.0 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a financially constrained four-year program covering the most immediate implementation priorities for transportation projects and strategies from the MTP.

The TIP identifies proposed projects developed by local agencies in accordance with the joint regulations of FHWA and FTA. These regulations establish the TIP as the programming phase of the overall continuing, comprehensive, and cooperative planning process. This planning process includes local jurisdictions, transit agencies, and state and federal transportation officials.

Findings of this transportation conformity report are for transportation activities contained within the conformity area.

4.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS

Per the court's decision in *South Coast II*, beginning Feb. 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended MTPs and TIPs. FHWA/FTA made its 1997 ozone NAAQS conformity determination for the NATS 2045 LRTP including the 2017-2020 TIP on Aug. 7, 2019. Conformity is required no less frequently than every four years. This conformity determination report will address transportation conformity for the new 2050 LRTP for NATS, as well as the 2023-2026 TIP, and rural STIP in Cass County.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision," EPA-420-B-18-050, available on the web at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100VQME.pdf>.

5.0 TRANSPORTATION CONFORMITY REQUIREMENTS

5.1 OVERVIEW

On Nov. 29, 2018, EPA issued the **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but was designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012). The area was designated attainment for the 2008 ozone NAAQS on May 21, 2012, and Aug. 3, 2018, for the 2015 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs includes: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the NATS 2050 LRTP and 2023-2026 TIP and the rural STIP in Cass County can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110),
- Consultation (93.112),
- Transportation control measures (93.113), and
- Fiscal constraint (93.108).

5.2 LATEST PLANNING ASSUMPTIONS

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of the latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Michigan SIP does not include any TCMs (see also Section 5.4).

5.3 CONSULTATION REQUIREMENTS

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with NATS, the Michigan Department of Transportation (MDOT), the Michigan Department of Environment, Great Lakes, and Energy (EGLE), FHWA, FTA, and EPA. Interagency consultation was conducted consistent with Michigan's conformity SIP. A summary of the Michigan Transportation Interagency Workgroup (MITC-IAWG) meeting on March 31, 2023, and relevant interagency consultation correspondence related to this conformity is in Appendix A.

Public consultation will be conducted consistent with planning rule requirements in 23 CFR 450. 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 this conformity report is being or was held from May 15 to June 9, 2023. Public comments received and responses to those comments are in Appendix B.

The Southwest Michigan Planning Commission (SWMPC), representing the NATS MPO makes a formal conformity determination through a resolution on June 20, 2023.

5.4 TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

The Michigan SIP does not include any TCMs.

5.5 FISCAL CONSTRAINT

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with the metropolitan planning regulations at 23 CFR part 450. The LRTP and 2023-2026 TIPs are fiscally constrained, as demonstrated in:

- NATS 2050 Long Range Transportation Plan: Fiscally Constrained Road and Bridge Projects and Fiscally Constrained Public transit Projects sections,
- NATS 2023-2026 TIP Financial Plan section, and
- 2023-2026 STIP for Cass County.

6.0 CONCLUSION

The conformity determination process completed for the NATS 2050 LRTP and 2023-2026 TIP, and the 2023-2026 STIP for Cass County, demonstrates that these planning documents meet the CAA and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A: Meeting Summary of Interagency Workgroups

Meeting Summary

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

For the

**Berrien County 2015 Ozone Nonattainment Area and
Cass County 1997 Ozone Orphan Maintenance Area**

March 31, 2023

10:30 to 11:30 a.m. TEAMS Meeting

<u>Name</u>	<u>Agency</u>
In attendance:	
Andy Pickard	Federal Highway Administration (FHWA)
Michael Leslie	US Environmental Protection Agency (EPA)
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Tracey McDonald	EGLE
Marissa Vaerten	EGLE
Donna Wittl	Michigan Department of Transportation (MDOT) – regional conformity
Brandon Kovnat	Southwest Michigan Planning Commission (SWMPC) representing TwinCATS and NATS MPOs
Kim Gallagher	SWMPC representing the TwinCATS and NATS MPOs
Jim Sturdevant	MDOT – program manager
Josh Grab	MDOT – region planner
Lane Masoud	MDOT – project level conformity and NEPA

- 1) **Welcome and Introductions.** Introductions were held.
- 2) **Berrien County Reclassification: Marginal to Moderate** (Tracey McDonald and Marissa Vaerten, EGLE)

- a. **Attainment Demonstration Moderate 2015 Ozone State Implementation Plan**

Tracey from EGLE provided information to the group about the three 2015 NAAQS ozone nonattainment areas on the west side of the state not making the marginal attainment date and were reclassified from marginal to moderate. And as such, a State Implementation Plan (SIP) Attainment Demonstration must be created and submitted to EPA to show the area can attain the NAAQS. The SIP has a lot of moving parts that need to

come together. Rules need to be enacted that will lower the volatile organic compounds (VOC) produced by certain industries and products to reach the reduction in VOCs required by the moderate classification. By the beginning of the last full ozone season of the attainment period, which is 2023, the rules need to be in place. The VOC rules have been created and NOx rules will be coming. As part of the requirements for a moderate area a 15 percent reduction in VOC's must be shown. Finding the needed reductions has been difficult in Berrien County. Much of the reductions are coming from the on-road sector. A comment was made during the discussion that ozone is being transported from other areas outside the state and causing the monitors to show high levels. It was stated that the new Good Neighbor Rule is trying to address this. But for now, we must address sources within the nonattainment area. The question was asked, what happens if the requirement is not met. Answer is EPA will disapprove this portion of the SIP if submitted, make a finding of failure to submit and a two-year sanction clock will start. If the clock's two-year time expires without being properly addressed – highway sanctions are imposed for the nonattainment area. It was mentioned that EGLE did a nice presentation on the rules that are changing because of the moderate classification and the link to the recording and rules can be found on the EGLE website. Link to the Part 6 Rule revision webinar as well as information on future rule work:

<https://www.michigan.gov/egle/about/organization/air-quality/laws-and-rules>

And questions on the rules can be sent to: EGLE-AQD-Rules@michigan.gov

b. New motor vehicle emission budgets (MVEB)

A discussion was held on how new budgets are created and EGLE explained that “reasonable further progress,” a requirement of the Clean Air Act for a moderate nonattainment area is the reduction in emissions from year 2017 to 2023 needed by all sources. Most of the reduction is coming from on-road sources and in order to achieve the 15 percent reduction in volatile organic compounds (VOC) only a small “buffer” amount can be saved for use in the MVEBs. The MVEB is created by projecting what is needed, and then holding back a (sometimes small) percentage of the reduction and allocating it to the on-road sector, this is called a “safety margin,” to ensure the budget can be met in the future to account for growth but still meet the NAAQS. Different percentages and MVEB numbers were discussed. For the Berrien County 2015 ozone nonattainment area the group agreed to support a MVEB of 1.85 tons per

summer day (tpsd) for VOC and 2.56 tpsd for nitrogen oxides (NO_x).

Note: after the meeting EGLE increase the NO_x MVEB to 2.98 tpsd.

3) **Conformity Documents:**

- a. **Berrien County: New 2050 Niles-Buchanan-Cass Area Transportation Study (NATS) Long Range Transportation Plan (LRTP) – requires emission analysis**

A new analysis will be done for the Berrien County Nonattainment Area.

- b. **Cass County: New 2050 NATS LRTP – conformity report (no analysis)**

A new conformity report will be created for the Cass County Orphan Maintenance Area.

4) **Project Review:**

- a. **Project List for NATS** - (sent with appointment and agenda)

A few projects were discussed in more detail. The Gumwood realignment with new roundabout was discussed; project is in Cass County. The roundabout and the realignment are two separate projects. The NEPA and SHPO (State Historic Preservation Office) processes are ongoing for this project. The property owner of the land where the realigned road is proposed is contesting the project. The project was determined to be exempt. The US-12 project JN214141 in Cass County was also discussed and determined to be exempt. The group agreed all projects were exempt from air quality modeling.

- b. **Projects for Twin Cities Area Transportation Study (TwinCATS)** – no changes since the last amendment.

- c. **Projects for Rural State Transportation Improvement Program (STIP)** – no change from latest amendment.

5) **Analysis years:** Group agreed on the analysis years.

2015 base year of travel demand models

2023 attainment year of 2015 ozone NAAQS – moderate

(Must attain standard not later than 2023)

2025 interim analysis year

2035 interim analysis year

2045 interim analysis year

2050 last year of LRTPs

6) **Modeling:**

- a. **Emission model:** MOVES 3.1 will be used.

- b. **Meteorology data:** same method as for TwinCATS LRTP

- c. **Speeds:** same method as for TwinCATS LRTP

- d. **Budgets:** 1997 ozone standard maintenance budgets will be used.

7) **Public comment period:** The exact dates for the public comment period have not been decided yet.

- 8) **Formal Resolution from SWMPC supporting findings:** June 20, 2023, was confirmed.
- 9) **New determination letter:** A new letter from FHWA will be needed by Aug 7, 2023; last LRTP letter dated Aug 7, 2019.
- 10) **Other topics:**
Conformity analysis for Berrien County and conformity report for Cass County will be completed by the end of April. The MPO's plan is to have the LRTP done by end of May.

Appendix B: Public Comments and Responses

Appendix C: Projects Evaluated for Conformity

Attached are the projects evaluated at the March 31, 2023, MITC-IAWG, for the NATS 2050 LRTP. Projects for NATS and the rural STIP within Cass County are being evaluated in this conformity report. There were no new projects for the rural STIP since the last amendment.

The list of projects begins on the following page.

Fiscal Year	Job no.	County	Type	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Phase	Federal Fund Source	Federal Budget	State Budget	Local Budget	Total Phase Cost	Air Quality
2023	206694	Berrien	Multi-Modal	Niles Dial A Ride	Transit Operating	Niles Dial A Ride	0.00	SP3000-operating except JARC and New Freedom	Operating expenses for FY 2023 using 5307 funds	NI	5307	\$150,000	\$150,000	\$0	\$300,000	exempt
2023	206695	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Niles Dial A Ride	0.00	SP1801-preventative	Preventative Maintenance in FY 2023 using 5307 funds	NI	5307	\$110,000	\$27,500	\$0	\$137,500	exempt
2023	206699	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Niles Dial A Ride	0.00	SP1101-<30 foot replacement bus with or	Replace one cutaway bus in FY 2023 using 5339 funds	NI	5339	\$68,000	\$17,000	\$0	\$85,000	exempt
2023	206618	Berrien	Local	Buchanan	W Front St	Front and Oak Street Intersection	0.20	Traffic Safety	Replace Traffic Signal	CON	CRU	\$78,873	\$0	\$325,627	\$404,500	exempt
2023	201984	Berrien	Trunkline	MDOT	US-31 N	US-12 to Berrien Township	12.19	Road Rehabilitation	Hot Mix Asphalt Overlay	CON	NH	\$16,247,225	\$3,602,775	\$0	\$19,850,000	exempt
2023	202003	Berrien	Trunkline	MDOT	M-51	Chestnut Lane to M-60BR	5.01	Reconstruction	Interchange reconstruction and asphalt resurfacing	CON	NH	\$21,281,000	\$4,719,000	\$0	\$26,000,000	exempt
2023	214938	Berrien	Trunkline	MDOT	US-12	Mayflower Road to M-139	1.88	Road Rehabilitation	Mill and Two Course Hot Mix Asphalt Overlay	PE	NH	\$345,407	\$76,593	\$0	\$422,000	exempt
2023	206394	Berrien	Local	Buchanan	West Front Street	Red Bud Trail to Oak Street	0.15	Reconstruction	Reconstruction	CON	ST	\$44,354	\$0	\$67,451	\$111,805	exempt
2023	127449	Berrien	Trunkline	MDOT	US-12	Galien Township line to west of Mayflower Road	6.77	Road Rehabilitation	Shoulder Rehabilitation	CON	ST,VRU	\$8,336,423	\$1,848,578	\$0	\$10,185,000	exempt
2023	206394	Berrien	Local	Buchanan	West Front Street	Red Bud Trail to Oak Street	0.15	Reconstruction	Reconstruction	CON	STU	\$594,929	\$0	\$2,310,566	\$2,905,495	exempt
2023	206395	Berrien	Local	Berrien County	E Bertrand Rd	M-51 East to County Line	1.29	Road Capital Preventive Maintenance	HMA overlay with paved shoulders	CON	STU	\$441,990	\$0	\$150,962	\$592,952	exempt
2024	216352	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Areawide	0.00	SP1801-preventative	Preventative Maintenance in FY 2024 using 5307	NI	5307	\$110,000	\$27,500	\$0	\$137,500	exempt
2024	216357	Berrien	Multi-Modal	Niles Dial A Ride	Transit Operating	Areawide	0.00	SP3000-operating except JARC and New Freedom	Operating Expenses for FY 2024 using 5307 funds	NI	5307	\$155,200	\$155,200	\$0	\$310,400	exempt
2024	216359	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Areawide	0.00	SP1203-admin/maintenance facility improvements	Transit Capital in FY 2024 usng5339 funds	NI	5339	\$52,800	\$13,200	\$0	\$66,000	exempt
2024	215349	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Areawide	0.00	SP1101-<30 foot replacement bus with or	Replace three (3) buses with transit vans using 2024 CMAQ funds	NI	CM	\$140,000	\$35,000	\$0	\$175,000	exempt
2024	208503	Berrien	Trunkline	MDOT	US-31	under Buchanan Road, Niles Township, Berrien County	0.00	Bridge CPM	Epoxy Overlay, Replace Expansion Joint, P&H Repl, Zone Paint, Approaches	CON	NH	\$1,938,382	\$429,831	\$0	\$2,368,213	exempt
2024	216911	Berrien	Trunkline	MDOT	US-31 S	US-12 to Niles/Berrien Township Line	12.22	Road Capital Preventive Maintenance	Concrete pavement repairs and shoulder one course milling and resurfacing	CON	NH	\$2,205,639	\$489,094	\$0	\$2,694,733	exempt
2024	211989	Berrien	Trunkline	MDOT	Areawide	US-12 @ Redbud, M-139 @ M-139	0.00	Traffic Safety	Modernize signals to current standards	ROW	STG	\$0	\$0	\$0	\$0	exempt
2024	216087	Berrien	Local	Berrien County	W Bertrand Rd	US-31 to Portage Rd.	1.18	Road Capital Preventive Maintenance	HMA trench & widen with overlay	CON	STU	\$222,433	\$0	\$77,567	\$300,000	exempt
2024	216092	Berrien	Local	Niles	Wayne St	North 5th Street to 13th Street	0.50	Road Capital Preventive Maintenance	HMA Mill & Resurface	CON	STU	\$252,514	\$0	\$88,057	\$340,571	exempt
2024	214949	Berrien	Local	Buchanan	Schirmer Pkwy	McCoy Creek Trail, City of Buchanan, Berrien County	0.77	Roadside Facilities - Improve	Nonmotorized path and sidewalk construction	CON	TA	\$169,885	\$0	\$128,159	\$298,044	exempt
2024	214949	Berrien	Local	Buchanan	Schirmer Pkwy	McCoy Creek Trail, City of Buchanan, Berrien County	0.77	Roadside Facilities - Improve	Nonmotorized path and sidewalk construction	CON	TAU	\$169,885	\$0	\$128,159	\$298,044	exempt
2025	216372	Berrien	Multi-Modal	Niles Dial A Ride	Transit Operating	Areawide	0.00	SP3000-operating except JARC and New Freedom	Transit Operating for FY 2025 using 5307 Funds	NI	5307	\$160,500	\$160,500	\$0	\$321,000	exempt
2025	216373	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Areawide	0.00	SP1801-preventative maintenance	Preventative Maintenance in FY 2025 using 5307	NI	5307	\$110,000	\$27,500	\$0	\$137,500	exempt
2025	216374	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Areawide	0.00	SP1102-30-34 foot replacement bus with or without lift	Replace one bus in FY 2025 using 5339 funds	NI	5339	\$72,000	\$18,000	\$0	\$90,000	exempt
2025	215065	Berrien	Trunkline	MDOT	US-12	over St. Joseph River, St. Joseph County	0.00	Bridge Replacement	Bridge removal and replacement, scour countermeasure, Approaches	PE	BFP	\$16,370	\$3,630	\$0	\$20,000	exempt
2025	215065	Berrien	Trunkline	MDOT	US-12	over St. Joseph River, St. Joseph County	0.00	Bridge Replacement	Bridge removal and replacement, scour countermeasure, Approaches	PES	BFP	\$1,129,530	\$250,470	\$0	\$1,380,000	exempt
2025	214938	Berrien	Trunkline	MDOT	US-12	Mayflower Road to M-139	1.88	Road Rehabilitation	Mill and Two Course Hot Mix Asphalt Overlay	CON	NH	\$3,731,132	\$827,368	\$0	\$4,558,500	exempt
2025	215947	Berrien	Local	Berrien County	W Bertrand Rd	US-31 to Red Bud Trail	1.63	Road Capital Preventive Maintenance	HMA trench & widen with overlay	CON	STU	\$374,521	\$0	\$83,049	\$457,570	exempt
2025	216108	Berrien	Local	Niles	Sycamore St	9th Street to 13th Street	0.25	Road Capital Preventive Maintenance	Mill and Resurface	CON	STU	\$133,256	\$0	\$29,549	\$162,805	exempt
2026	216375	Berrien	Multi-Modal	Niles Dial A Ride	Transit Operating	Areawide	0.00	SP3000-operating except JARC and New Freedom	Transit Operating for FY 2026 using 5307 Funds	NI	5307	\$160,500	\$160,500	\$0	\$321,000	exempt
2026	216376	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Areawide	0.00	SP1801-preventative maintenance	Preventative Maintenance in FY 2026 using 5307	NI	5307	\$115,500	\$28,875	\$0	\$144,375	exempt
2026	216377	Berrien	Multi-Modal	Niles Dial A Ride	Transit Capital	Areawide	0.00	SP1102-30-34 foot replacement bus with or without lift	Replace one bus in FY 2026 using 5339 funds	NI	5339	\$75,200	\$18,800	\$0	\$94,000	exempt
2026	214935	Berrien	Trunkline	MDOT	M-139	US-12 to M-140	5.03	Road Rehabilitation	Mill and Two Course Hot Mix Asphalt Overlay	PE	ST	\$876,368	\$194,332	\$0	\$1,070,700	exempt
2026	211989	Berrien	Trunkline	MDOT	Areawide	US-12 @ Redbud, M-139 @ M-139	0.00	Traffic Safety	Modernize signals to current standards	CON	STG	\$573,927	\$0	\$0	\$573,927	exempt

Fiscal Year	Job no.	County	Type	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Phase	Federal Fund Source	Federal Budget	State Budget	Local Budget	Total Phase Cost	Air Quality
2026	216111	Berrien	Local	Berrien County	Red Bud Trl	US-12 to Bertrand Road	2.58	Road Capital Preventive Maintenance	HMA Overlay	CON	STU	\$378,212	\$0	\$121,788	\$500,000	exempt
2026	216119	Berrien	Local	Niles	Pokagon St	2nd Street to 5th street	0.23	Road Capital Preventive Maintenance	Mill and Resurface	CON	STU	\$130,811	\$0	\$29,007	\$159,818	exempt
2027	218747	Berrien	Trunkline	MDOT	M-51	M-51 from Fort Street northerly to North Niles City Limit	3.04	Traffic Safety	Vulnerable Road User Road Safety Audit	EPE	HSIP	\$22,500	\$2,500	\$0	\$25,000	exempt
2029	215065	Berrien	Trunkline	MDOT	US-12	over St. Joseph River, St. Joseph County	0.00	Bridge Replacement	Bridge removal and replacement, scour countermeasure, Approaches	CON	BFP	\$15,284,670	\$3,389,332	\$0	\$18,674,000	exempt
2029	214935	Berrien	Trunkline	MDOT	M-139	US-12 to M-140	5.03	Road Rehabilitation	Mill and Two Course Hot Mix Asphalt Overlay	CON	ST	\$7,948,208	\$1,762,492	\$0	\$9,710,700	exempt
2023	207365	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	0.98	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2023	207365	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	0.98	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	CON	HSIP	\$253,044	\$28,116	\$0	\$281,160	exempt
2023	207367	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.19	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2023	207367	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.19	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	CON	HSIP	\$65,178	\$7,242	\$0	\$72,420	exempt
2023	207378	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.72	Traffic Safety	Pavemt marking retroreflectivity readings on Southwest Region trunklines	CON	HSIP	\$1,802	\$200	\$0	\$2,002	exempt
2023	209414	Both	Trunkline	MDOT	Regionwide	M51 @ SYCAMORE, M139 @ M139, M60BR @ MAIN, M63 @ US12, M62 @ ELKHART	0.00	Traffic Safety	Modernizing signalized intersection to current standards	ROW	STG	\$30,000	\$0	\$0	\$30,000	exempt
2024	207391	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.88	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2024	207391	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.88	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	CON	HSIP	\$288,189	\$32,021	\$0	\$320,210	exempt
2024	207392	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	3.82	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2024	207392	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	3.82	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	CON	HSIP	\$49,203	\$5,467	\$0	\$54,670	exempt
2024	207403	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	1.69	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	CON	HSIP	\$1,406	\$156	\$0	\$1,562	exempt
2024	211815	Both	Trunkline	MDOT	M-51	M-51	30.06	Traffic Safety	Durable all-weather markings with centerline and shoulder corrugations	CON	HSIP	\$70,496	\$7,833	\$0	\$78,329	exempt
2024	217472	Both	Trunkline	MDOT	Regionwide	All trunkline routes in SWMPC MPO	7.07	Traffic Safety	Durable pavement marking application on trunklines in Southwest Region	PE	HSIP	\$639	\$71	\$0	\$710	exempt
2024	217472	Both	Trunkline	MDOT	Regionwide	All trunkline routes in SWMPC MPO	7.07	Traffic Safety	Durable pavement marking application on trunklines in Southwest Region	CON	HSIP	\$52,398	\$5,822	\$0	\$58,220	exempt
2024	209414	Both	Trunkline	MDOT	Regionwide	US12BR (LINCOLN) @ US12BR (GRANT), M51 (5TH) @ SYCAMORE, M62 @ US12 (MAIN), M62 @ REDFIELD RD, M62 @ ELKHART RD, M60BR (OAK) @ MAIN & 13TH ST	0.00	Traffic Safety	Modernizing signalized intersection to current standards	CON	STG	\$1,950,463	\$0	\$0	\$1,950,463	exempt
2025	209623	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.79	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2025	209623	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.79	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	CON	HSIP	\$269,019	\$29,891	\$0	\$298,910	exempt
2025	209624	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.84	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2025	209624	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.84	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	CON	HSIP	\$39,618	\$4,402	\$0	\$44,020	exempt
2025	209634	Both	Trunkline	MDOT	Regionwide	All trunkline routes of SWMPC MPO	2.03	Traffic Safety	Pavement marking retro reflectivity readings on Southwest Region trunklines	CON	HSIP	\$1,406	\$156	\$0	\$1,562	exempt
2025	211812	Both	Trunkline	MDOT	M-43	M-62, M-139, M-140	102.33	Traffic Safety	Installation of all-weather pavement markings and corrugations	PE	HSIP	\$37,623	\$4,180	\$0	\$41,803	exempt
2026	211812	Both	Trunkline	MDOT	M-43	M-62, M-139, M-140	102.33	Traffic Safety	Installation of all-weather pavement markings and corrugations	CON	HSIP	\$334,422	\$37,158	\$0	\$371,580	exempt
2026	213341	Both	Trunkline	MDOT	Regionwide	All trunkline routes in SWMPC MPO	3.61	Traffic Safety	Application of longitudinal pavement markings on Southwest Region trunkline	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2026	213341	Both	Trunkline	MDOT	Regionwide	All trunkline routes in SWMPC MPO	3.61	Traffic Safety	Application of longitudinal pavement markings on Southwest Region trunkline	CON	HSIP	\$265,824	\$29,536	\$0	\$295,360	exempt

Fiscal Year	Job no.	County	Type	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Phase	Federal Fund Source	Federal Budget	State Budget	Local Budget	Total Phase Cost	Air Quality
2026	213342	Both	Trunkline	MDOT	Regionwide	All trunkline routes in SWMPC MPO	2.97	Traffic Safety	Application of special pavement markings on Southwest Region trunkline	PE	HSIP	\$1,278	\$142	\$0	\$1,420	exempt
2026	213342	Both	Trunkline	MDOT	Regionwide	All trunkline routes in SWMPC MPO	2.97	Traffic Safety	Application of special pavement markings on Southwest Region trunkline	CON	HSIP	\$49,203	\$5,467	\$0	\$54,670	exempt
2026	213371	Both	Trunkline	MDOT	Regionwide	All of SWMPC MPO	19.43	Traffic Safety	Pvmt mrkg retro reflectivity readings on trunklines in Southwest Region	CON	HSIP	\$1,406	\$156	\$0	\$1,562	exempt
2027	213379	Both	Trunkline	MDOT	Regionwide	All of SWMPC MPO	28.35	Traffic Safety	Pvmt mrkg retro reflectivity readings on trunklines in Southwest Region	CON	HSIP	\$1,406	\$156	\$0	\$1,562	exempt
2023	207181	Cass	Local	Cass County	Calvin Center Rd	US-12 to Grange Street	1.32	Road Capital Preventive Maintenance	Mill and one course non-structural hot-mix-asphalt overlay	CON	EDD	\$0	\$24,800	\$0	\$24,800	exempt
2023	211842	Cass	Local	Cass County	Gumwood Rd	Gumwood Road at Redfield Street, Cass County	0.29	Traffic Safety	Roundabout	CON	HSIP	\$581,672	\$0	\$145,418	\$727,090	exempt
2023	214939	Cass	Trunkline	MDOT	US-12	M-139 to Leet Road	6.39	Road Rehabilitation	Concrete Pavement Repairs	CON	NH	\$4,993,013	\$1,107,187	\$0	\$6,100,200	exempt
2023	207181	Cass	Local	Cass County	Calvin Center Rd	US-12 to Grange Street	1.32	Road Capital Preventive Maintenance	Mill and one course non-structural hot-mix-asphalt overlay	CON	STL	\$198,400	\$0	\$24,800	\$223,200	exempt
2023	218476	Cass	Local	Cass County	Gumwood Rd	Gumwood and Redfield Intersection	0.40	New Roads	Realignment of Gumwood Rd.	CON	STL	\$0	\$0	\$133,061	\$133,061	exempt
2023	218476	Cass	Local	Cass County	Gumwood Rd	Gumwood and Redfield Intersection	0.40	New Roads	Realignment of Gumwood Rd.	CON	STU	\$339,282	\$0	\$160,413	\$499,695	exempt
2024	216783	Cass	Local	Cass County	Pine Lake St	Conrad Rd. to Dailey Rd.	1.44	Road Capital Preventive Maintenance	Mill and one course Asphalt Overlay	CON	EDD	\$0	\$29,924	\$0	\$29,924	exempt
2024	214141	Cass	Trunkline	MDOT	US-12	at Beebe Road and Adamsville Road intersection in Cass County	0.36	Minor Widening	Addition of Left turn lane and Passing Flare	PE	HSIP	\$229,927	\$25,547	\$0	\$255,474	exempt
2024	216783	Cass	Local	Cass County	Pine Lake St	Conrad Rd. to Dailey Rd.	1.44	Road Capital Preventive Maintenance	Mill and one course Asphalt Overlay	CON	STL	\$161,421	\$0	\$107,893	\$269,314	exempt
2024	216091	Cass	Local	Cass County	Cassopolis Rd	US-12 to Old 205	0.79	Road Rehabilitation	2.5" mill and HMA overlay	CON	STU	\$134,053	\$0	\$46,747	\$180,800	exempt
2025	214141	Cass	Trunkline	MDOT	US-12	at Beebe Road and Adamsville Road intersection in Cass County	0.36	Minor Widening	Addition of Left turn lane and Passing Flare	ROW	HSIP	\$4,500	\$500	\$0	\$5,000	exempt
2025	202654	Cass	Trunkline	MDOT	Countywide	Signing Upgrade, Signing Update	124.00	Traffic Safety	Non-freeway signing	CON	STG	\$177,000	\$0	\$0	\$177,000	exempt
2025	216106	Cass	Local	Cass County	Elkhart Rd	May Street to Village of Edwardsburg limits	0.84	Road Capital Preventive Maintenance	1.5" HMA Mill and Overlay	CON	STU	\$100,841	\$0	\$22,361	\$123,202	exempt
2026	214141	Cass	Trunkline	MDOT	US-12	at Beebe Road and Adamsville Road intersection in Cass County	0.36	Minor Widening	Addition of Left turn lane and Passing Flare	CON	HSIP	\$1,121,220	\$124,580	\$0	\$1,245,800	exempt
2026	218476	Cass	Local	Cass County	Gumwood Rd	Gumwood and Redfield Intersection	0.40	New Roads	Realignment of Gumwood Rd.	CON	STL	\$532,244			\$532,244	exempt
2026	216117	Cass	Local	Cass County	Redfield St	County line to Batchelor Road	1.04	Road Capital Preventive Maintenance	1.5" HMA Overlay	CON	STU	\$122,976	\$0	\$27,270	\$150,246	exempt