



TRANSPORTATION IMPROVEMENT PROGRAM

FY 24-28

TIP

Michiana Area Council of Governments



 **MACOG**
Michiana Area Council of Governments

FY 2024 - 2028

TRANSPORTATION

IMPROVEMENT PROGRAM

MAY 2023

Michiana Area Council of Governments
227 W. Jefferson Blvd.
11th Floor County-City Building
South Bend, IN 46601

RESOLUTION NO 19-23
A RESOLUTION OF THE MICHIANA AREA COUNCIL OF GOVERNMENTS
ENDORING THE SOUTH BEND AND ELKHART/GOSHEN
TRANSPORTATION MANAGEMENT AREA FISCAL YEAR 2024 – 2028
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) designates joint Federal Highway Administration/Federal Transit Administration rules and regulations, under Section 134, Title 23 of the US Code, the act requires the preparation of a Transportation Improvement Program (TIP) by the designated Metropolitan Planning Organization(s) as a part of the transportation planning process in urbanized areas of 50,000 or more population; and

WHEREAS, the Michiana Area Council of Governments (MACOG), being the duly designated Metropolitan Planning Organization for the South Bend and Elkhart/Goshen Urbanized Area, in cooperation with local governmental entities and implementing agencies within the urbanized area, has prepared a Fiscal Year (FY) 2024-2028 TIP which consists of improvements recommended in the MACOG Michiana on the Move: 2045 Transportation Plan (TP), and has also prepared a Congestion Management System (CMS) document which lists all CMS strategies in the South Bend and Elkhart/Goshen Urbanized Area; and

WHEREAS, MACOG has deemed respective improvements programmed in the FY 2024-2028 TIP to be consistent with and in promotion of implementation of the South Bend and Elkhart/Goshen Transportation Management Area 2045 Transportation Plan and for the State Implementation Plan for air quality,

BE IT THEREFORE RESOLVED, that the South Bend and Elkhart/Goshen Transportation Management Area FY 2024-2028 TIP is hereby endorsed.

IN WITNESS WHEREOF, this Resolution has been adopted on this 10th day of May, 2023.

Michiana Area Council of Governments



Mark Senter, Policy Board Chair



U.S. Department
of Transportation

Federal Transit Administration **Federal Highway Administration**
Region V Indiana Division
200 West Adams St., Suite 320 575 N. Pennsylvania St., Rm 254
Chicago, IL 60606-5253 Indianapolis, IN 46204-1576

June 30, 2023

Roy Nunnally, Director
Technical Planning & Programming Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding for the Michiana Area Council of Government's (MACOG) planning documents. The South Bend-Elkhart Planning Area is within the MACOG air quality conformity area comprised of St. Joseph and Elkhart Counties. The need for this new conformity finding stems from the adoption of the FY2024-2028 MACOG Transportation Improvement Program, and a recent amendment to the MACOG 2045 Metropolitan Transportation Plan (MTP).

St. Joseph and Elkhart Counties are designated as Maintenance for the 1997 Ozone Standard until July 19, 2027.

Appropriate consultation and public involvement on the FY24-28 TIP and MTP amendment was completed. The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and have determined that air quality conformity requirements have been met.

This conformity determination letter supersedes all previous conformity determination letters for this MPO. Conformity determination letters issued for amended MTPs (i.e., MTPs that have not been updated in accordance with the requirements outlined in 23 CFR 450.324) do not restart the conformity clock for those documents. Therefore, FHWA and FTA affirms the following planning documents conform to air quality conformity rule requirements:

MACOG 2045 Metropolitan Transportation Plan (including Amendment dated May 10, 2023)

MACOG 2022-2026 TIP (including Amendment dated June 12, 2023)

MACOG 2024-2028 TIP (Original)

Please note that the 2024-2028 TIP is not incorporated into INDOT's current Statewide Transportation Improvement Program (STIP), therefore, the 2022-2026 TIP is the only TIP officially recognized by FHWA and FTA.

If you have any questions, please feel free to contact Erica Tait, FHWA, at 317-226-7481 or erica.tait@dot.gov; or Cecilia C. Godfrey, FTA, at 312-705-1268 or cecilia.crenshaw@dot.gov.

Sincerely,

KELLEY
BROOKINS

Digitally signed by
KELLEY BROOKINS
Date: 2023.06.28
14:02:53 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
James Turnwald, MACOG
Jay Mitchell, INDOT
Cecilia Crenshaw-Godfrey, FTA
Tony Maietta, EPA
Shawn Seals, IDEM

ACKNOWLEDGMENTS

2023 Policy Board Members

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Dwight Fish	Council Person, City of Elkhart	Member
Deborah Fleming	Commissioner, St. Joseph County	Member
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Gregg Hixenbaugh	Council Person, City of Mishawaka	Member
Todd Johnson	Deputy Commissioner, INDOT	Member
James Mueller	Mayor, City of South Bend	Member
Rod Roberson	Mayor, City of Elkhart	Member
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Suzanne Weirick	Commissioner, Elkhart County	Member

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Brent Warren	City of Nappanee Street Dept.	Vice-Chairperson
Steve Moriarty	Kosciusko County Highway Dept.	Vice-Chairperson
Ty Adley	Marshall County Planning	Member
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Ryan Clussman	City of Elkhart Public Works	Member
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Marsha McSherry	Kosciusko County Administrator	Member
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Sean Surrisi	City of Plymouth	Member
Justin Taylor	City of Warsaw Planning	Member
Angela Nicholson	INDOT Fort Wayne	Member
Lisa Shrader	INDOT LaPorte	Member
Emmanuel Nsonwu	INDOT Central Office	Member

MACOG Staff Members

James Turnwald	Executive Director
Zach Dripps	Director of Operations & Community Development
Carla Herwarth	Office & Procurement Manager
Ashley Matthews	Administrative Assistant
Russ Ragimbekov	Information Technology Manager
Katie Dominguez	Graphic Design & Communications Manager
Debbie Gardner	Fiscal Accounting Manger
Molly Chenoweth	Fiscal & Administrative Coordinator
Caitlin Stevens	Director of Transportation
Dustin New	Active Transportation Planner
Raj Parikh	Transportation Analyst
Greg Slater	Senior Traffic Data Planner
David Harker	Traffic Data Planner
Leah Thill	Director of Sustainability
Amber Werner	AmeriCorps Program Director
Matt Meersman	River Basin Program Director
Kate Barrett	Aquatic Ecologist
Donny Ritsema	Senior Community Development Planner
Sofia Gladun	Community Development Planner
Tierra Harris	Transit Planner
Jeremiah Cox	Transit Planner
Johnnie Woggon	Transit Administrative Specialist

MPO PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Michiana Area Council of Governments (MACOG), the Metropolitan Planning Organization for the South Bend and Elkhart/Goshen Urbanized Areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303; and 23 CFR part 450.300;
2. Section 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 U.S.C. 7504, 7506 (c) and (d)] of 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Public Law No. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older American Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Michiana Area Council of Governments



Mark Senter, Policy Board Chair



James Turnwald, Executive Director
Date: 04 / 12 / 2023

Indiana Department of Transportation

Roy Nunnally, INDOT
Division Director

Date: ___/___/2023

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INTRODUCTION



1

Purpose of the Plan

The Transportation Improvement Program (TIP) is a federally required, short-range plan that provides information regarding the schedule of multimodal transportation projects that are federally funded or deemed regionally significant in the MACOG region. These projects can include investments to highways, safety improvements, public transit, bicycle and pedestrian facilities, and planning studies that will be funded through Fiscal Year (FY) 2028 with local, state and federal funding. Development of a TIP is a requirement as defined by the current highway bill, Bipartisan Infrastructure Law (BIL).

As required by the BIL, the TIP is fiscally constrained. In other words, funding estimates from the Indiana Department of Transportation (INDOT) are estimated for each of the four counties listed in the TIP. Anticipated project costs may not exceed the estimated funds available through 2028. Both state and local federal aid projects are listed in the Fiscal Year 2024-2028 TIP. MACOG develops the TIP in cooperation with INDOT, regional transit providers, member jurisdictions, and the public. Projects are listed at the end of this document by County or District for your ease in reviewing the listing.

The TIP:

- Covers at least a four year period
- Is updated every two years by the MPO
- Programs only the amount of funding that can be reasonably anticipated, the plan is fiscally constrained
- Conforms to the requirements of the Clean Air Act
- Reviewed and approved by the Transportation Technical Advisory Committee (TTAC) and Policy Board
- Included in the State Transportation Improvement Program (STIP) by reference without change
- Can be amended or modified monthly to adjust for changes in scope, cost, or time frame

MPO Background

A Metropolitan Planning Organization (MPO) is a transportation policy-making body made up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area with a population greater than 50,000 residents. MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a continuing, cooperative and comprehensive planning process. Federal funding for transportation projects and programs is channeled through the MPO.

The Michiana Area Council of Governments (MACOG) is a regional organization serving Elkhart, Kosciusko, Marshall, and St. Joseph Counties in Indiana. MACOG was originally organized under the 1964 Amendments to the Inter-local Cooperation Act of the Indiana General Assembly, Section 53-1101 to 53-1107 and the Urban Cooperation Act No. 7, Michigan Public Acts of 1967. Bylaws were adopted by the organization on December 2, 1970.

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MACOG serves as a forum for regional discussion and cooperation. MACOG, as a regional organization, is the U.S. DOT designated Metropolitan Planning Organization (MPO) for the region's urban counties of Elkhart and St. Joseph and a Rural Planning Organization (RPO) for the region's rural counties of Kosciusko and Marshall. In addition, MACOG operates the Interurban Trolley, a public fixed-route transit service in Elkhart and Goshen; serves as the designated Economic Development District by the United States Economic Development Administration; and staffs the St. Joseph River Basin Commission representing seven Indiana counties.

MACOG is governed by a Policy Board and Transportation Technical Advisory Committee that provides guidance and assistance to MACOG in its regional planning activities.

MACOG Policy Board

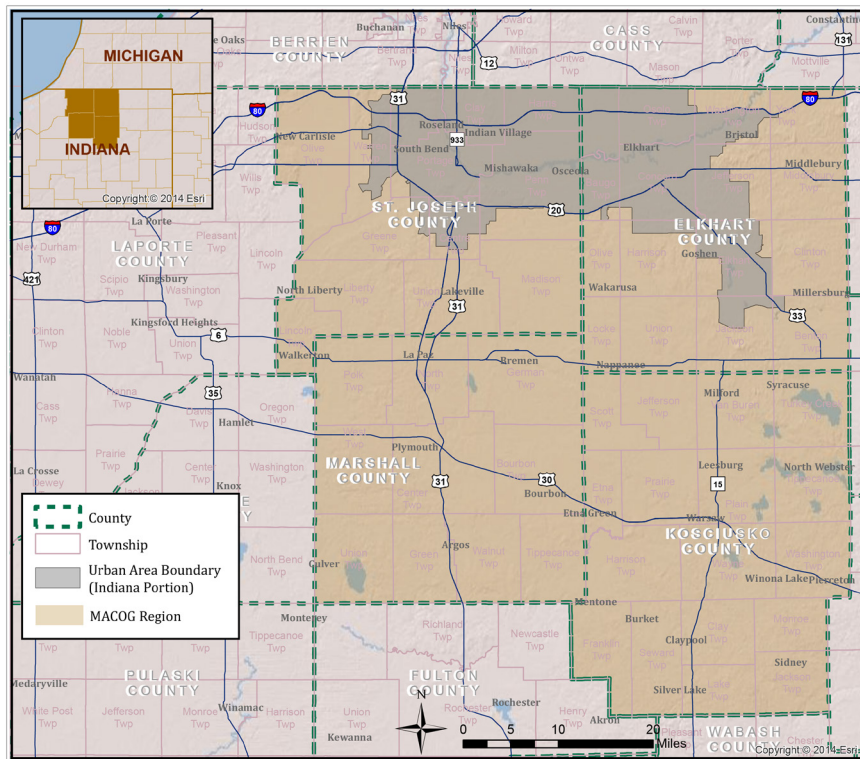
Policy Board is the body responsible for policy formulation, project guidance, and administrative coordination of all policy relating to the development of the transportation plan and its implementation within the Michiana region. Official action taken by the MACOG must be approved by the Policy Board.

The Policy Board includes elected officials representing the cities and counties within the planning area. A list of the current Policy Board members is included in the acknowledgments.

Transportation Technical Advisory Committee

The Transportation Technical Advisory Committee (TTAC) is comprised of planners, engineers, and other professional staff from various departments representing the local public agencies in the planning area. The TTAC serves as the advisory group to the MACOG Policy Board. The MACOG staff works closely with TTAC members on project development, planning and oversight. A list of current members is listed in the acknowledgments.

Figure 1-1: MACOG Planning Area



Planning Area

The MACOG planning area consists of the federally designated urbanized areas of Elkhart and St. Joseph Counties. MACOG also serves as a Rural Planning Organization to Kosciusko and Marshall Counties. The 4-county region contains an estimated 603,881 people (2020 American Community Survey 5-year Estimates), covers 1,921 square miles, and includes 35 cities and towns (Figure 1-1).

MACOG is unique in the sense it is an MPO representing two urbanized areas (the South Bend Urbanized Area and the Elkhart/Goshen Urbanized Area). In addition to the two urban areas, a portion of the South Bend Urbanized Area extends into Michigan around the City of Niles. MACOG coordinates with the Southwest Michigan Planning Commission (SWMPC) for planning in the Niles area.

Partner Relationships

MACOG has current Memorandums of Understanding with its various partners including but not limited to;

- Bi-State Agreement – Transportation Planning Cooperative Memorandum of Agreement By and Between MACOG and SWMPC – May 2017
- Memorandum of Agreement By and Between MACOG, IN-DOT, SBPTC, Interurban Trolley – June 2015
- Memorandum of Understanding By and Between MACOG, SWMPC, City of Niles, SBPTC, NICTD – December 2019

MACOG has several Memorandums of Understanding with its MPO counterpart in Michigan (Southwest Michigan Plan Commission). The Bi-State agreement is in place to address any unresolved policy issues concerning the Indiana or Michigan MPOs (MACOG and SWMPC). This agreement was updated in 2017, which essentially agreed to leave the Bi-State process in place. This committee meets only when issues before it require action to be taken. The Executive Director of MACOG is also the Executive Director of the Bi-State Coordinating Committee, as established by the agreement, which originally created the Committee. The Michiana Area Council of Governments is also the office the Bi-State Commission Office of Record.

MACOG staff attends the Niles Area Transportation Study (NATS) meetings and participates in their highway and transit plans. Staff members from the two bodies work together to assure that the Niles Dial-A-Ride and the South Bend PTC (Transpo) equitably agree to Federal Transit Administration funding allocations.

Legislation

Transportation Improvement Programs for MPOs – 23 U.S.C. § 134 (j)(1)(a)

“In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a transportation improvement program for the metropolitan planning area that—

- (i) contains projects consistent with the current metropolitan transportation plan;
- (ii) reflects the investment priorities established in the current metropolitan transportation plan; and
- (iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h) (2).”

Transportation Improvement Programs for TMAs – 23 U.S.C. § 134 (k)(2)

“In a transportation management area, transportation plans shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transportation operators.”

Designation of Regional Transportation Planning Organizations – 23 U.S.C. § 135 (m)(1)

“To carry out the transportation planning process required by this section, a State may establish and designate regional transportation planning organizations to enhance the planning, coordination, and implementation of statewide strategic long-range transportation plans and transportation improvement programs, with an emphasis on addressing the needs of non-metropolitan areas of the State.”

Transportation Improvement Programs for Transit – 49 U.S.C. § 5303

“(c)(1)...in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State. (2) Contents. - The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States. (3) Process of development. - The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed...

(i)(6)(A). Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.”

Transportation Improvement Programs Regulations – CFR § 450.324

“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational...”



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PLANNING PROCESS





2

Development Process

Outlined below are the basic steps in the process of developing the FY 2024-2028 Transportation Improvement Program (TIP).

1. MACOG initiates a call for projects to local public agencies (LPAs) each year. LPAs are asked to update their current projects and/or submit new projects and provide cost estimates yearly projected through the life of the project, which indicates the federal and local cost shares required annually.
 - a. Each individual LPA prepares cost estimates of projects by phase. The approximate cost of each project is estimated according to current and historical cost trends in the study area.
 - b. The amount of federal, state, and local funds that are available for highway and transit improvements during the TIP period will be based on estimates developed from information provided to the MPO by INDOT, FHWA, and local sources. The source of state, federal, and local funds, dedicated to each funding category sheet is listed next to each project.
2. MACOG receives and reviews project submittals for project update costs first, typically within its 30% annual increase maximum. New projects submitted for funding are reviewed and identified for funding. Each project is reviewed based on its individual components and merits and scored on topic areas including Plan and Policy Support, Safety, Economic Development, Connectivity, Congestion, Environmental Justice, Health, Multi-Jurisdiction, and Cost. Additionally, MACOG adopted a Regional Complete Streets Policy in July 2019. This requires all projects to account for the needs of all transportation users.
3. Projects are identified for funding over a four year period and balanced against the amount of funding available. All projects recommended for funding are reviewed by the TTAC and Policy Board prior to final inclusion in the TIP.
 - a. Projects that add vehicle capacity must also be considered in an Air Quality Conformity Analysis. The projects are reviewed to ensure that all projects programmed in the TIP, come from the conforming Metropolitan Transportation Plan. See Appendix C MTP support of the TIP.
 - b. The projects listed in the TIP are scheduled to be implemented from July 1, 2023 to June 30, 2028.
4. MACOG holds a public comment period following its approved Public Involvement Participation Process. During this public comment period, MACOG will host an open house or other public meetings to allow for time for the public to meet with MACOG staff to discuss specific project concerns. The TIP is also available for review on the MACOG website (www.macog.com) and at local public libraries. Members are also able to call the MACOG office during business hours to ask questions and provide feedback.
5. After all public comments have been received, each is addressed and presented to the TTAC and Policy Board for consideration and ultimate approval of the TIP.

6. Amendments and administrative modifications to the TIP are made regularly throughout the year. As funding priorities may change or project costs may increase or decrease, amendments and administrative modifications may be processed. These TIP amendments and administrative modifications are processed by the MACOG staff and presented to the TTAC and Policy Board at monthly meetings, which are open to the public. All amendments can be found on the MACOG website at www.macog.com/tip/html.

Public Participation

The MACOG staff began its FY 2024-2028 TIP process by announcing a Call for Projects at TTAC and Policy Board meetings in June 2022. In June, local jurisdictions were asked to submit updated costs for existing projects and also submit any new projects requests. All meetings of the TTAC and Policy Board are open to the public.

A public comment period was held, from March 27, 2023 to April 28, 2023 to allow time for public review of the TIP. An Open House was held on April 12, 2023 from 3PM to 5PM, to provide the public and other agencies with an opportunity to review the TIP and the corresponding conformity analysis, and to provide comment. As indicated in MACOG's Public Participation and Involvement Plan, the TTAC and Policy Board act as additional public opportunities for comment on the TIP. Over 900 persons and organizations received notification to participate in the public comment and to attend the Open House through MACOG's biweekly E-Gazette. Meetings will be advertised in local newspapers and press releases or agendas and meeting notices were sent to all the news media resources, local organizations, chambers, planning and environmental agencies, engineers, technical staff, transit operators, airport managers and developers. The public comment period and Open House will be advertised in area newspapers through legal ads or press releases.

The FY 2024-2028 TIP and its corresponding conformity analysis and public comments were provided to the MACOG Policy Board on

May 10, 2023 for their review and endorsement.

Summary of Public Comments Received

MACOG received several comments from stakeholders including INDOT, FHWA, and Health by Design. A summary of the comments are noted in Appendix A.

Red Flag Investigations

All transportation projects have the potential to impact the surrounding environment. In an effort to better plan for potential impacts, it is essential to identify environmental considerations throughout all phases of planning and design. Projects using state or federal funds are required to undergo environmental study and permitting due to the establishment of the National Environmental Policy Act (NEPA) and other federal, state and local regulations. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) act as lead federal agencies, and are responsible for implementing the NEPA process and working with state and local project sponsors during transportation project development. The FHWA and FTA NEPA process is designed to assist transportation officials in making project decisions that balance engineering and transportation needs with the consideration of social, economic, and environmental factors.

Red Flag Investigations (RFIs) are one way to support the NEPA process during a project's early stage development. This investigation is a preliminary environmental analysis that identifies potential impacts to Infrastructure, Mining/Mineral Exploration, Hazardous Material Concerns, Water Resources, and Historical Resources within a half mile radius of a proposed project area. The results from this analysis are incorporated into project planning, design, and construction with the goal of minimizing impacts to local resources. Projects advancing to construction will require additional studies with detailed design, to more clearly describe project features. This process enables environmental impacts and appropriate mitigation

measures to be established.

during what stage the RFI was completed.

During the development of the TIP, MACOG utilizes RFIs to make better informed project selection decisions. The following Red Flag Investigation Table lists new projects in the FY 2024-2028 TIP that were added during the Call for Projects issued in 2021 and 2022 and

Red Flag Investigations (RFI)					
DES	Location	Work Type	RFI Completed During Project Development	RFI Completed During Call for Projects	RFI Completed during TIP Development
Middlebury					
21001778	Bristol Avenue from Brown Street to Powell Drive	Pavement Replacement		X	
Elkhart County					
2101770	Bridge #265 on CR 16 (Warren Street) over the Little Elkhart River	Bridge Replacement		X	
2201238	Bridge #385 Carrying Hively Ave/CR 18 over the Yellow Creek	Bridge Replacement			X
Goshen					
2201239	East College Ave from Century Drive to Entrance of Planned Development - Phase 3	Auxiliary Lane			X
2201240	EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure			X
Kosciusko County					
2101760	Bridge #123 on Packerton Road over Wyland Ditch	Bridge Replacement		X	
Milford					
2101778	Milford Trail: 1st Street to Waubee Lake Park	Bike/Pedestrian Facilities		X	

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Red Flag Investigations (RFI)					
DES	Location	Work Type	RFI Completed During Project Development	RFI Completed During Call for Projects	RFI Completed during TIP Development
Marshall County					
2101698	Bridge #231 Carrying Center St over Armeey Ditch in Bremen	Bridge Replacement		X	
Mishawaka					
2001725	McKinley Avenue from Division to Elder (Phase I CN to Lynn)	Added Travel Lanes	X		
South Bend					
2201235	Coal Line Trail (Phase III) from Lincolnway West to Linden Ave	Bike/Pedestrian Facilities			X
2201237	Safe Routes to School (SRTS) - Kennedy Academy	Bike/Pedestrian Facilities			X
St. Joseph County					
2101682	Bridge #29 approximately 0.30 Miles North of the Intersection of Walnut Road and Quinn Road	Bridge Replacement		X	
2201236	Bridge #214 Carrying Auten Road over the St. Joseph River	Bridge Rehabilitation or Repair			X

Performance-Based Planning

The BIL continues the emphasis on performance based transportation system that make State Departments of Transportation (DOTs), MPOs, and local road agencies more accountable for the development and maintenance of the federally funded transportation system. This supports decision-making at all levels of government by using performance data to achieve desired goals and objectives. Seven (7) national goals are outlined in which states and MPO's will need to invest resources in projects to achieve:

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

MACOG has chosen to support statewide targets set by INDOT for the required FHWA performance measures. FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

With Performance Targets established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) have been modified to reflect this information, which will connect the importance of planning to investment priorities.

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long range transpor-

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tation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT’s Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP - June 2022) and results in the elevation of projects that will contribute toward the achievement of INDOT’s targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO’s TIP. Projects specifically designed to make progress toward INDOT’s bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT’s TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT’s safety improvement targets, as described in INDOT’s SHSP; projects selected to make progress toward meeting INDOT’s congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the Congestion Mitigation Air Quality (CMAQ) program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT’s emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and Performance Based Planning and Programming Working Group.

Safety

The INDOT, the MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) collaborated on the Safety Performance Measures and Safety Performance Targets, which were updated in 2023. MACOG selected to support targets set by INDOT. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads.

2023 Safety targets are based upon the anticipated five-year rolling average from 2019 to 2023. 12 projects totaling \$ 39.8 million in federal funds have been programed in the FY 2024-2028 TIP to support these safety targets. It is important to note that there are additional projects that address other deficiencies such as pavement condition, system performance, and congestion that also contribute to a safer road network.

	Performance Measure	2019 Baseline	2022 Targets	2023 Targets
Safety	Number of Fatalities	889.6	876	894.2
	Fatality Rate (per 100M VMT)	1.087	1.076	1.088
	Number of Serious Injuries	3,501.9	2998.2	3348.1
	Serious Injury Rate (per 100M VMT)	4.234	3.675	4.068
	Number of Non-Motorized Fatalities and Serious Injuries	393.6	344.5	399.6
	TIP Support: 12 Projects for \$39.8 M in federal funding			

Pavement and Bridge

The pavement and bridge condition performance measures are applicable to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measures for assessing bridge condition. INDOT, MPO's and FHWA collectively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

Pavement and Bridge performance measures are evaluated over a 4 - year period from January 2020 to December 2023. INDOT submitted revised four-year targets which the Policy Board elected to support at the October 2022 Policy Board meeting. These targets are supported by projects such as road reconstruction and surface treatments for pavement, and bridge rehabilitation/rehab, thin deck overlays, and small structure projects for bridges. The FY 2024-2028 TIP has 39 pavement projects and 27 bridge projects programmed for a total of \$185.6 million and \$80.5 million respectively. These projects support the achievement of the State infrastructure performance measure targets.

	Performance Measures	Baseline (2017)	2-year Target	4-year Target
Pavement Condition				
	Percent of Interstate Pavements in Good Condition	N/A	60%	62%
	Percent of Interstate Pavements in Poor Condition	N/A	1%	1%
	Percent of Non-Interstate NHS pavements in Good Condition	68.3%	50%	48%
	Percent of Non-Interstate NHS pavements in Poor Condition	5.3%	1.5%	1.5%
TIP Support: 39 projects for \$185.6 in federal funding				

	Performance Measures	Baseline (2017)	2-year Target	4-year Target
Bridge Condition				
	Percent of NHS bridges by deck area classified in Good Condition	50%	49%	47.5%
	Percent of NHS bridges by deck area classified in Poor Condition	2.3%	3%	3%
TIP Support: 27 projects for \$80.5 in federal funding				

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System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement, and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and three measures for the CMAQ program. Similarly to the Pavement and Bridge measures, performance is evaluated over a 4 - year period from January 2020 to December 2023. INDOT submitted revised four-year targets for Truck Travel Time Reliability on Interstates which the Policy Board elected to support at the October 2022 Policy Board meeting. The FY 2024-2028 TIP has 22 projects that address system performance and 1 projects that contributes to congestion mitigation and air quality for a total of \$39.9 million and \$208,560 respectively.

System Performance	Performance Measures	Baseline (2017)	2-year Target	4-year Target
	Reliable Person-Miles Traveled on Interstates	93.8%	93%	93.5%
	Reliable Person-Miles Traveled on non-Interstate NHS	N/A	93%	93.5%
	Truck Travel Time Reliability on Interstates	1.23	1.32	1.3
TIP Support: 22 projects for \$39.9 M in federal funding				

CMAQ: On-Road Mobile Source Emissions	Performance Measures	Baseline (2017)	2-year Target	4-year Target
	CMAQ volatile organic compounds	2,641.02	590	600
	CMAQ carbon monoxide (CO)	13,939.45	330	520
	CMAQ oxides of nitrogen (NOx)	4,576.37	690	725
	CMAQ project reduction particulate mater less than 10 microns (PM10)	4.068	0.02	0.03
CMAQ project reduction particulate matter less than 2.5 microns (PM2.5)	179.17	3.00	4.00	
TIP Support: 1 project for \$208,560 in federal funding				

Transit Asset Management (TAM)

Under the TAM Final Rule, FTA established four performance measures to approximate the State of Good Repair (SGR) for categories of capital assets including rolling stock, equipment and facilities. These targets are included in Transit Asset Management Plans which provides an overview of the strategic and systematic practices that transit providers put forth to ensure proper management of public transportation capital assets. MACOG administers the Interurban Trolley in Elkhart and Goshen, and coordinates with other transit providers including the South Bend Public Transportation Corporation (Transpo) to ensure targets are set for applicable assets. TAM plans must be updated in its entirety at least once every four year, however transportation providers must report annually on asset inventory data, conditions assessments and performance results, future targets for the coming Fiscal Year, and a description of changes in transit system conditions and progress toward achieving previous performance targets.

Public Transportation Safety Plan

Public Transit agencies that receive Section 5307 funds are required to have a self-certified Public Transit Agency Safety Plan (PTASP). This Plan sets safety performance measures and targets for annual number of fatalities, injuries, safety events, and distance between major failures. MACOG coordinated with Transpo and internally for the Interurban Trolley to develop PTASPs and safety performance measure and targets. 2023 safety performance targets were made based upon review of the last five (5) years of safety performance data including vehicle revenue miles (VRM) and major mechanical system failures.

The TIP supports both TAM and PTASP targets by including \$13,216,012 in Capital and Operating Assistance for the Interurban Trolley and Transpo. These funds are used to maintain and replace vehicles, ensure infrastructure such as bus stops, signs, shelters, and transfer facilities are maintained, and allows both transit providers to ensure service that is reliable and safe.

Transit Asset Management Targets				
Asset Category	Asset Class	Transit Agency	2020 Measure	2023 Target
Rolling Stock Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	Transpo	50%	50%
	Bus	Transpo	55.1%	45%
		Interurban Trolley	0%	0%
	Cutaway Bus	Interurban Trolley	0%	0%
	Mini-Bus	Transpo	12.5%	40%
Equipment Age- % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Mini-Van	Interurban Trolley	40%	20%
	Steel Wheel Vehicles	Transpo	100%	50%

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2022 Safety Performance Targets: Interurban Trolley							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety Events (total)	Safety Events (per 100k VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	2	0.3	1	0.2	37.6
Paratransit	0	0	3.2	1.1	1	0.3	0.8

2021 Safety Performance Targets: Transpo							
Mode of Transit Service	Fatalities (total)	Fatalities (per total VRM)	Injuries (total)	Injuries (per total VRM)	Safety Events (total)	Safety Events (per total VRM)	System Reliability (distance b/w failures)
Fixed Route Bus	0	0	2	11	3	.16	125,000
Paratransit	0	0	0	0	1	.09	40,000



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ENVIRONMENTAL JUSTICE



3

Federal Requirements

Federal Law requires MACOG to ensure that individuals not be excluded from participating in, denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funding on the basis of race, color or national origin. Federal law also requires that MACOG identifies and addresses areas of disproportionately high adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.

The U.S. Department of Transportation defines the following three principles as fundamental to environmental justice:

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

MACOG completes a Title VI Update for the entire Transportation Management Area. Transit services in Elkhart and St. Joseph Counties have been evaluated in terms of environmental justice, in accordance with Federal Transit Agency (FTA) guidelines. This means that areas served by transit routes are reviewed by census tract to observe the service extended to minority and low-income areas. Ideally, the level of service in these areas should be comparable to that extended to non-minority and higher income areas. MACOG's most recent Title VI evaluation was complete and endorsed by Policy Board on August 14th, 2019.

South Bend PTC operates Transpo in the Cities of South Bend and Mishawaka in St. Joseph County. MACOG operates the Interurban Trolley in the Elkhart-Goshen Urbanized Area. The majority of the minority, low-income census tracts and block groups are concentrated in the traditional urban centers of South Bend, Elkhart, Mishawaka, and Goshen. Both transit companies provide service to nearly all the identified minority and low income census tracts and block groups in each urbanized area.

Indicators of Potential Disadvantage

In order to best accomplish the federal requirements of Environmental Justice (EJ), expanding the list to include additional population groups – minorities, low-income, carless households, persons with physical disabilities, seniors, Hispanic, and Limited English Proficiency (LEP) – which may have specific planning-related issues or challenges. MACOG modeled its EJ process from the Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia. They specified the above population groups as “Indicators of Potential Disadvantage (IPD).”

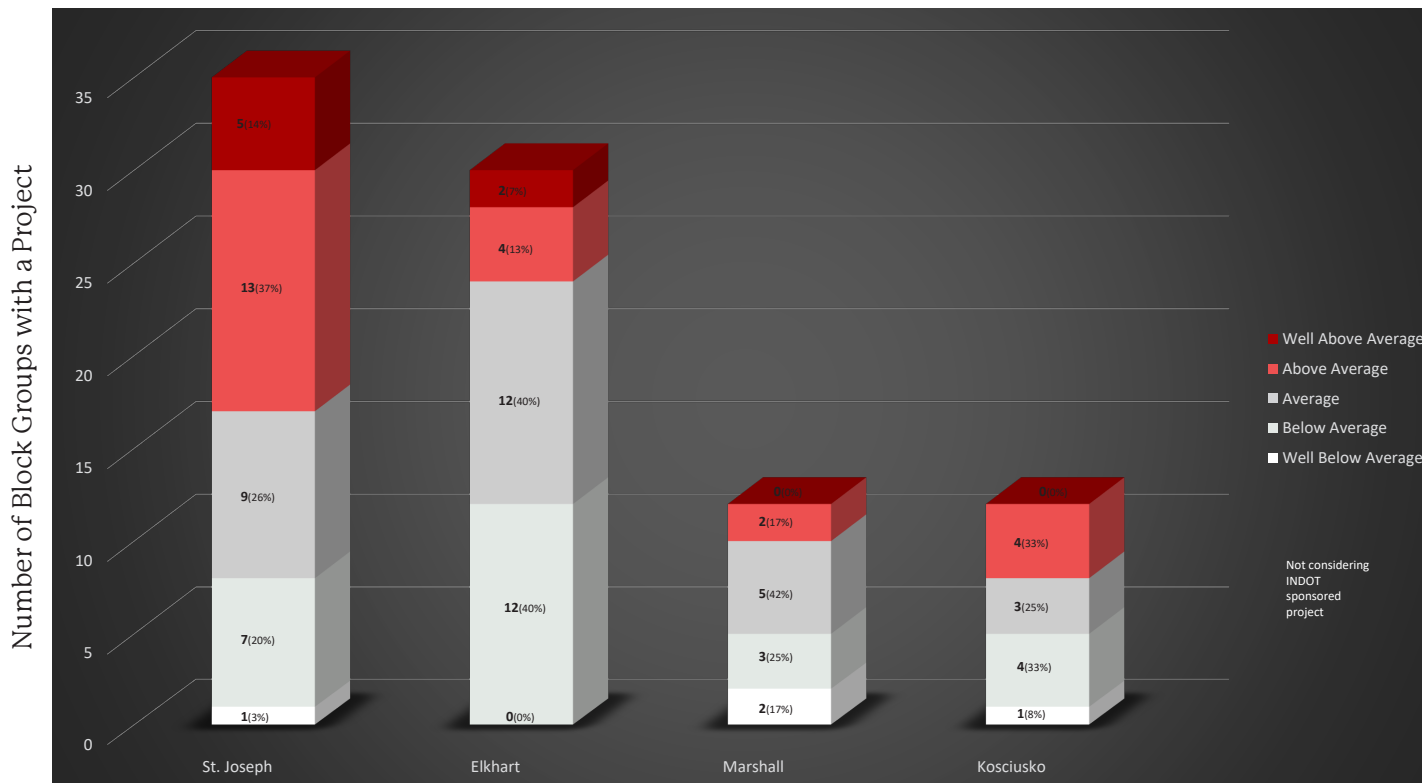
Using the American Community Survey (ACS) five-year estimates data set from the U.S. Census, population groups are identified and located at the block group level. Data is gathered at the regional level, combining populations from each of the four counties, to determine the regional average for each population group. Each block

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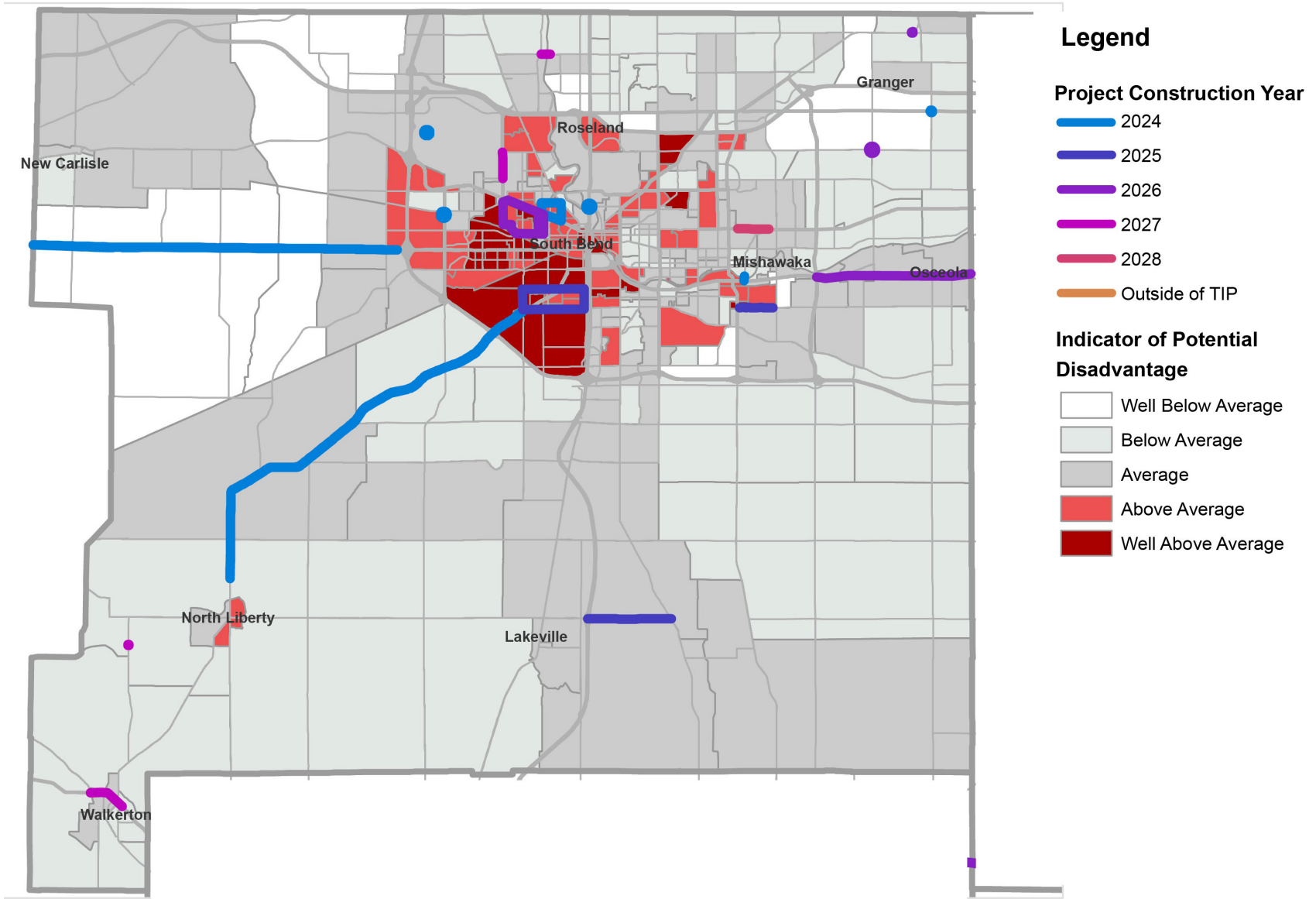
group is given a calculation determined by standard deviations relative to each indicator's regional average. This calculation is used to determine the concentration of IPD populations from "well below average" to "well above average."

A quarter of "above" and "well above" IPD population block groups have a locally sponsored project programmed nearby. Please see the graph below for a breakdown of block groups with locally programmed projects by county.

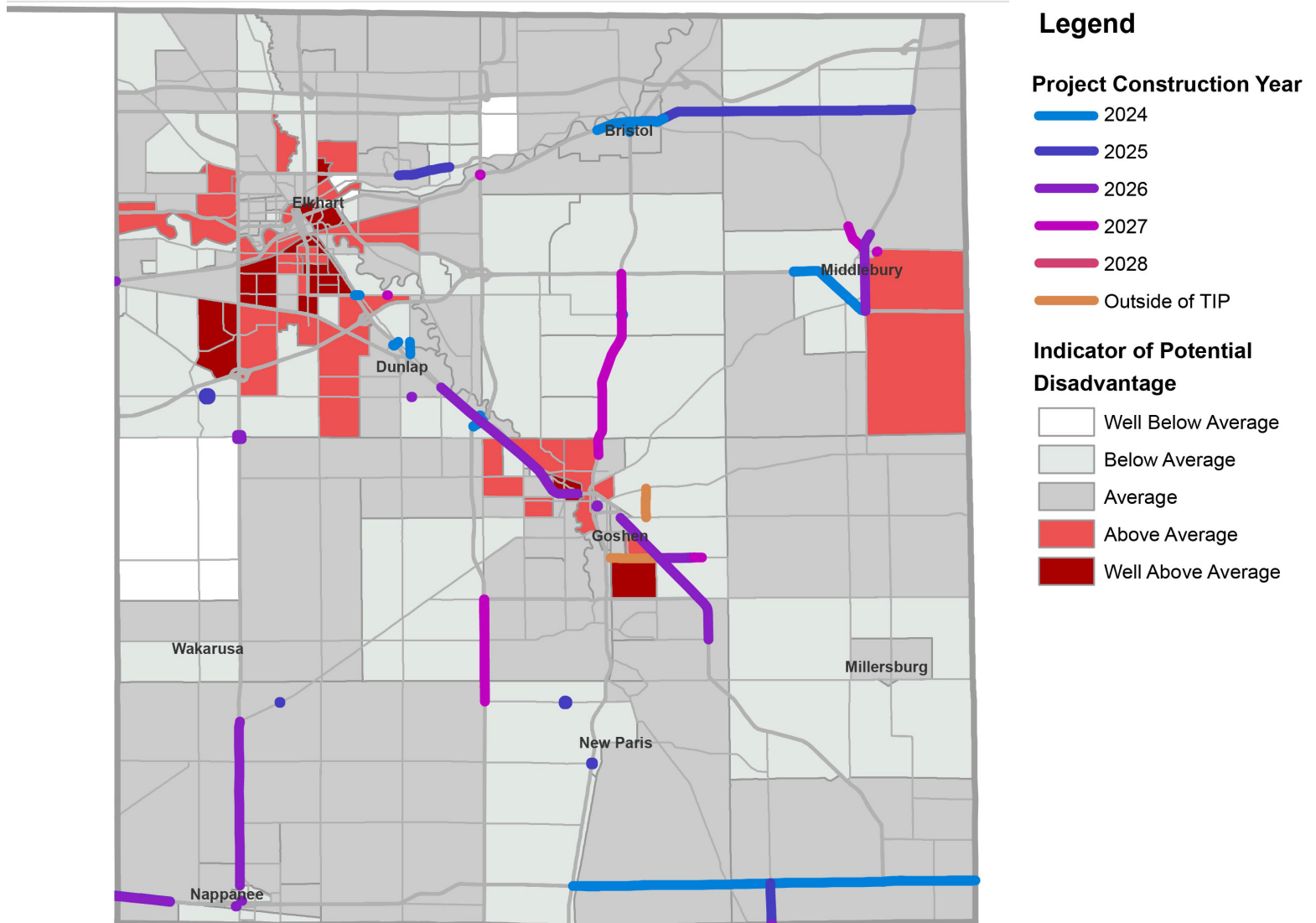
MACOG has developed visual tools to compare the impact of its various transportation projects from the Transportation Improvement Plan. The maps are shown on subsequent pages. A full report of the Environmental Justice population analysis with maps and figures is available at www.maps.macog.com.



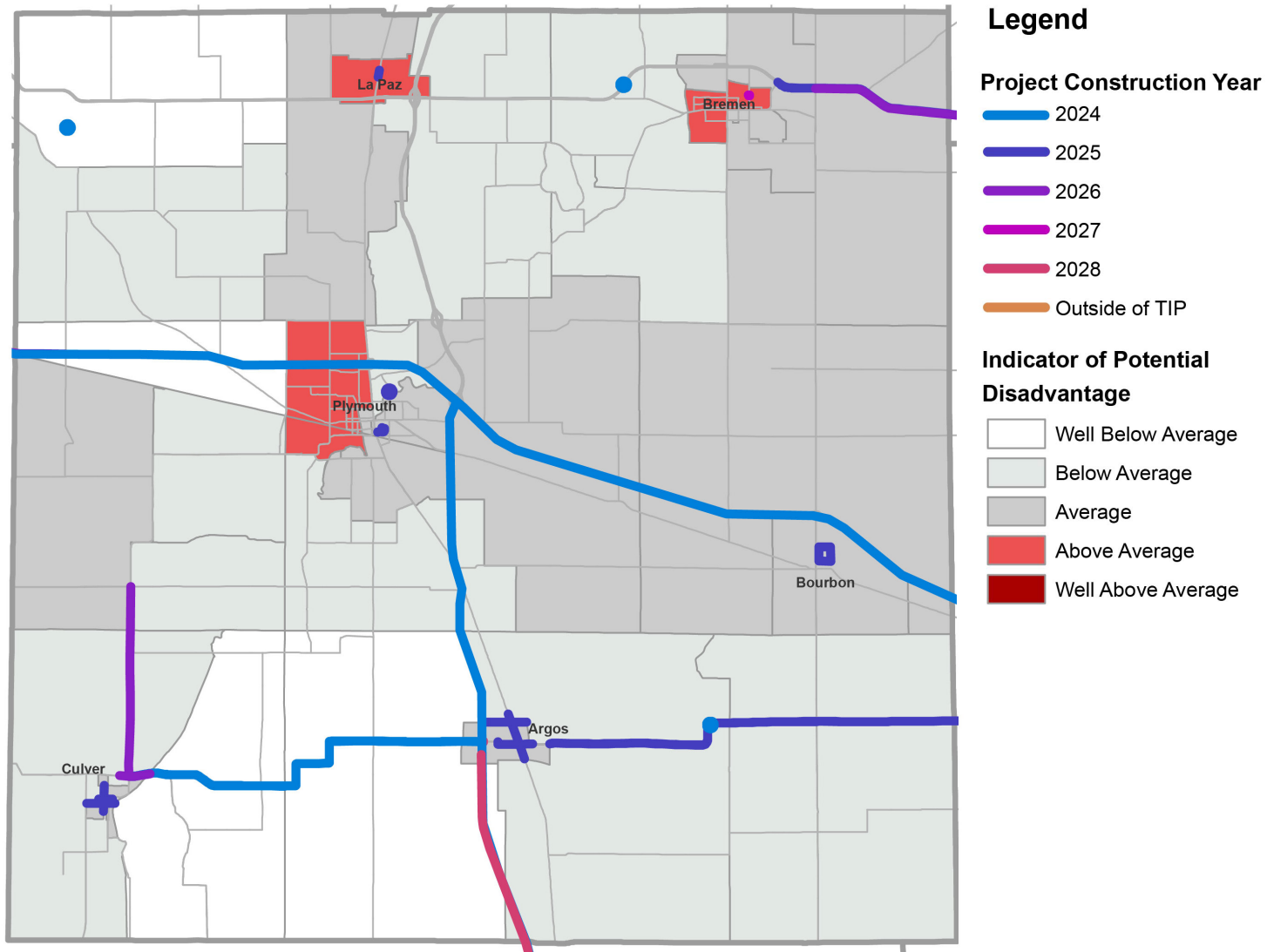
St. Joseph County Environmental Justice



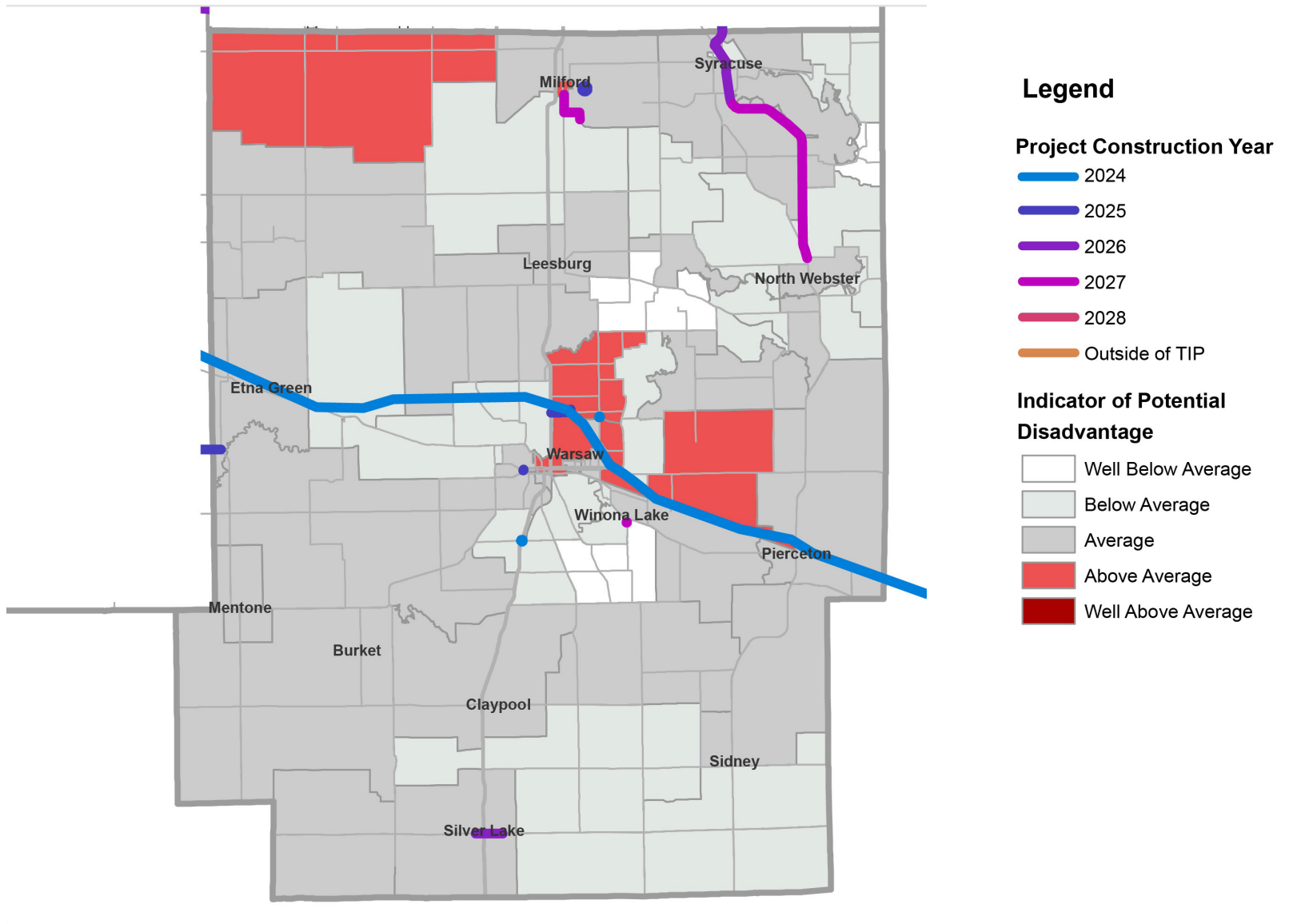
Elkhart County Environmental Justice



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PROJECT REVENUE SOURCES & FISCAL CONSTRAINT



4

Federal Funds

The Federal Highway Administration (FHWA) allocates federal funds through Congressional legislation. The most recent transportation legislation is Bipartisan Infrastructure Law (BIL), signed into public law November 21, 2021. The BIL allocation of federal funds in MPO areas may only be spent if it is included as part of the transportation planning process and only if they are included in an approved TIP. These funds may be used on functionally classified system of federal, state, and local roadways throughout the United States.

In the BIL, these funds are divided into the following categories:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- Congestion Reduction Program (CRP)
- Transportation Alternatives (TA, Set-Aside from STBG)

The Indiana Department of Transportation (INDOT) is responsible for projects on its State and Federal facilities. All federal aid eligible roads are functionally classified by agreement between the State, MPOs, and LPAs (Local Public Agencies) based on Federal Highway Administration (FHWA) guidelines for functional classification. Congress approved a National Highway System (NHS) in November 1996. For the MACOG region these roads include US-33, I-90/80 (Indiana Toll Road), US-20/31, County Road 17, and SR-331/Capital Avenue. INDOT uses NHPP funds on these facilities to support the condition and performance of the National Highway System. All other roads classified at major collector or higher may receive Federal Surface Transportation Block Grant Program (STBG) funds. The selection of projects to be developed using STBG funds in the South Bend and Elkhart-Goshen Traffic Management Areas (TMAs) under the federal requirements are to be made by the MPO in consultation with the State.

BIL continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The CMAQ program is continued to provide a flexible funding source to States, MPOs and LPAs for transportation projects and programs to help meet the requirements of the Clean Air Act. Transportation Alternatives program comes from a set aside of STBG funding for transportation alternative projects including all projects previously eligible such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.

The Michiana Area Council of Governments (MACOG) works cooperatively to coordinate and assure consistency between the MACOG TIP and the Indiana STIP with the various INDOT Departments including but not limited to the Division of Programming and the Division of Policy and Budget.

Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities, utilizing emergency relief funding, on two or more occasions due to emergency events. Locations

where emergency repairs have taken place are illustrated in the Emergency Relief Projects Map (See Appendix B). INDOT will review alternatives and enhancements intended to mitigate or eliminated the need for any future emergency repairs at the same location.

The current federal legislation funds include several formula based calculations defined by Congress, which are distributed to urban areas by a funding agreement between the MPO and INDOT. Currently, funding is available in rural areas on a first come, first served basis at INDOT's discretion. Table 1 presents the estimated apportionment for the MACOG region.

Federal fiscal constraint for the FY 2024-2028 TIP is demonstrated in Tables 2 and 3. Federal funds are within a range of the anticipated Federal funding levels, indicating fiscal constraint for local federal aid projects. Table 4 summarizes all the projects programmed in the TIP by LPA and funding year.

Local Funds

The following accounts serve as the local source of revenue for highway project implementation; each of these sources can be used as the local match for Federal funds:

- Local Road and Street Account (LR&S)
- Motor Vehicle Highway Account (MVHA)
- Bonding Capabilities
- Tax Increment Financing (TIF)
- Cumulative Bridge Funds
- Capital Improvement Cumulative Funds
- Wheel Tax
- Economic Development Tax (EDIT)

Local Road and Street Account (LRS)

LRS funds provide an important source of revenue for both city and county highway departments. The funds are dedicated for engineering, construction, or reconstruction of roads or streets, as well as for the payment of bond and interest to finance a project of this type.

Motor Vehicle Highway Account (MVHA)

MVHA revenue is an account of the General Fund of the State of Indiana, which, by statute, is credited with the collection of the first six cents of the motor fuel and fuel use taxes, plus the statutory fees for motor vehicle registration and operation. These highway user taxes are collected by the State and then a portion is distributed back to the cities and counties for administration. The MVHA is the principal source of revenue for the overall operation of street and highway departments. MVHAs uses include the purchase of materials, labor costs, and/or equipment purchases required in the maintenance and construction of streets and roads.

Bonding Capabilities

The two major categories of debt financing are:

- Revenue bonds
- General obligation bonds

Revenue bonds in Indiana are used for proprietary function such as sewage treatment and refuse disposal equipment by all levels and types of local governments. Governments are not limited in the amount of revenue bond debt they may incur. Revenue bonds hold no pertinent place in a discussion of finances for our purposes, and will no longer be referred to in this report.

General obligation bonds are used for debt financing of non-proprietary functional expenditures such as roads and schools. The amount of general obligation debt, which local governments and special districts may incur, is limited to two percent (2%) of net locally assessed property value. (This limit is set and may be altered by the Indiana State Legislature)

Tax Incremental Financing (TIF)

TIF funds are used to pay off bonds, or are used to pay directly for infrastructure projects in a particular area of a city or county. These funds are collected from a particular area and are spent in a particular area to increase the tax base and encourage future development. TIF funds may also be used as local match for federal and state projects.

Cumulative Bridge Funds (CBF)

CBF are a supplementary source of revenue for the construction and repair of highway bridges and grade separations. Indiana statutes authorize the county commissioners of the individual county units to establish a county-wide tax levy on all (city and county) taxable personal and real property for the purpose of accumulating funds for the construction and repair of highway bridges.

Capital Improvement Cumulative Funds

All cities and towns in Indiana may establish Capital Improvement Cumulative Funds to provide monies for any or all ten purposes expressed in Chapter 226, Section 1, Acts 1965. This fund then receives the allotment of the state-collected cigarette tax. The ten purposes include the acquisition of land or right-of-way to be used for streets, roads, alleys, sidewalks, or thoroughfares, and the maintenance of these facilities. Capital Improvement Cumulative Funds may also be used toward the retirement of general obligation bonds. Traditionally, limited amounts of this money have been used in transportation areas.

Wheel Tax (Local Option Highway User Tax)

The Local Option Highway User Tax is available to all counties. It requires that the County Council and County Commissioners approve the tax. St. Joseph and Elkhart Counties approved the tax in 2003. Kosciusko County approved a Wheel Tax in June 2014. Distributions are made to the cities and towns as well as the counties.

Economic Development Income Tax (EDIT)

The Economic Development Income Tax is an optional tax available to all counties in Indiana. It must be passed by the County Council and approved by the County Commissioners. This tax is also known as CEDIT, County Economic Development Tax. It can be adopted by the County Council if the county has the County Adjusted Gross Income Tax (CAGIT), or by the County Commissioners if the county has County Option Income Tax (COIT), or either body if the county has neither CAGIT nor COIT. Most counties that use CEDIT also have either CAGIT or COIT. CEDIT generally can be adopted at rates up to 0.5%, but the combined CAGIT and CEDIT rates in counties with both taxes cannot exceed 1.25%, and the combined COIT and CEDIT rates cannot exceed 1%. Revenue is divided among the county, cities and towns, and must be used for economic development or public capital projects. CEDIT revenue is collected by the state Department of Revenue and distributed back to the adopting counties. St. Joseph and Elkhart County have the CEDIT tax.

Transit Funds

The Federal Transit Administration (FTA) apportions grant funds, which can be used in urbanized areas of 50,000 or more persons. In order to use these funds, the Governor must have previously authorized a designated recipient to receive said funds and comply with all FTA operating, planning, and capital equipment requirements.

In the South Bend and Elkhart-Goshen urbanized areas, there are two designated recipients, MACOG and the South Bend PTC. MACOG has dual designation as a designated recipient in South Bend as well as in Elkhart-Goshen. The City of Niles is the designated recipient for Niles Dial-A-Ride System.

In compliance with FTA Circular 7008.1, it has been determined that financial capacity exists to fund the South Bend PTC and the Interurban Trolley programmed projects during fiscal years 2024 through 2028.

Urban Funds

Section 5303 funds are distributed by formula and are provided to the area MPO (MACOG) to provide planning and technical assistance studies in the South Bend Urbanized Area. Section 5307 funds are formula funds used for transit planning, operating, and capital equipment purchases. Section 5307 recipients include Transpo, the City of Niles (South Bend portion of the TMA), NICTD, and MACOG, which operates the Interurban Trolley and the Interurban Trolley Access Service. Section 5337 and 5339 are also formula based funding programs. Section 5337 is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems. NICTD uses these funds to maintain its fixed guideway in a state of good repair. Section 5339 provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Section 5310 provides formula funding to large urbanized areas over 200,000 (South Bend Urban Area) to increase the mobility of seniors and persons with disabilities.

Rural Funds

Section 5311 provides financial assistance in rural and small urban areas (areas of 5,000 to 50,000 persons) through a formula grant program administered by INDOT. These funds do not require a designated recipient and may be used by local public agencies, non-profit organizations, and operators of public transit for operating and capital equipment purchases. A Section 5311 program recipient in the MACOG region is the Marshall County Council on Aging and Kosciusko Area Bus System (KABS). Section 5310 is also available for all areas under 200,000 in population from a discretionary program funded by FTA through the INDOT and is a capital equipment program available to non-profit agencies.

Table 1: SFY 2024 - 2028 Highway Projects Fiscal Constraint

County		SFY 2024	SFY 2025	SFY 2026	SFY 2027	SFY 2028	Total
Elkhart County	Federal Funds	\$30,698,996	\$12,021,417	\$13,623,208	\$15,552,214	\$6,406,978	\$78,302,812
	Programmed	\$30,861,484	\$13,055,291	\$13,344,230	\$15,929,236	\$5,709,960	\$78,900,200
	Difference	(162,489)	(1,033,874)	278,978	(377,022)	697,018	(597,389)
Kosciusko County	Federal Funds	\$3,226,680	\$5,255,185	\$310,400	\$2,689,360	\$3,859,200	\$15,340,825
	Programmed	\$3,226,680	\$5,255,185	\$310,400	\$2,689,360	\$3,859,200	\$15,340,825
	Difference	\$-	\$-	\$-	\$-	\$-	\$-
Marshall County	Federal Funds	\$1,915,040	\$4,680,000	\$56,000	\$1,892,000	\$3,027,200	\$11,570,240
	Programmed	\$1,915,040	\$4,680,000	\$56,000	\$1,892,000	\$3,027,200	\$11,570,240
	Difference	\$-	\$-	\$-	\$-	\$-	\$-
St. Joseph County	Federal Funds	\$14,091,826	\$15,464,637	\$4,803,511	\$11,530,326	\$10,621,197	\$56,511,497
	Programmed	\$13,326,247	\$14,783,651	\$5,754,560	\$10,553,129	\$11,561,200	\$55,978,787
	Difference	765,579	680,986	(951,049)	977,197	(940,003)	532,710
Region	Federal Funds	\$49,932,542	\$37,421,239	\$18,793,119	\$31,663,900	\$23,914,575	\$161,725,374
	Programmed	\$49,329,451	\$37,774,127	\$19,465,190	\$31,063,725	\$24,157,560	\$161,790,052
	Difference	603,090	(352,888)	(672,071)	600,175	(242,985)	(64,679)

Fiscal Constraint

Local Highway Projects

Table 1 is a summary of the fiscal constraint analysis for local highway projects listed in the Transportation Improvement Program. The details for the federal funds and programmed amounts are located in Table 2 and 3 respectively. The difference between funds available and the programmed amounts is anticipated to be recovered with other federal fund surplus, project costs savings, and/or additional local contributions. Based on previous experience, MACOG intends to recover negative amounts in FY 2025, 2026, and 2028 by the previously mentioned items, or by seeking a transfer of funding from other Indiana MPO's. The local match required for federally funded projects is supplied from a variety of local sources including LR&S, CBF, MBF, EDIT, COIT, LOWHUT, MVHA, TIF and others. The LPA is required, prior to beginning a project, to have identify the specific source and amount required for their local match. Table 4 summarizes and projects estimates of several funding sources, demonstrating local fiscal constraint for programmed projects.

It should be noted that projects listed in SFY 2028 are only illustrative, and will require an amendment to move forward into the program.

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Table 2: SFY 2024 - 2028 Highway Funds Allocations

County	Funding Type	SFY 2024	SFY 2025	SFY 2026	SFY 2027	SFY 2028	Total
Elkhart County	STBG -	\$3,430,374	\$3,499,268	\$9,569,544	\$3,569,544	\$3,569,544	\$23,638,274
	HSIP	\$914,340	\$934,233	\$954,524	\$954,524	\$954,524	\$4,712,145
	CMAQ	\$1,189,136	\$1,210,231	\$1,231,748	\$1,231,748	\$1,231,748	\$6,094,611
	CRP	\$112,075	\$114,317	\$116,603	\$116,603	\$116,603	\$576,201
	TAP	\$513,801	\$524,077	\$534,559	\$534,559	\$534,559	\$2,641,555
	CRRSSA	\$448,907	\$-	\$-	\$-	\$-	\$448,907
	INDOT Allocated	\$24,090,363	\$5,739,291	\$1,216,230	\$9,145,236		\$40,191,119
	Total	\$30,698,996	\$12,021,417	\$13,623,208	\$15,552,214	\$6,406,978	\$78,302,812
Kosciusko County	INDOT Allocated	\$3,226,680	\$5,255,185	\$310,400	\$2,689,360	\$3,859,200	\$15,340,825
	Total	\$3,226,680	\$5,255,185	\$310,400	\$2,689,360	\$3,859,200	\$15,340,825
Marshall County	INDOT Allocated	\$1,915,040	\$4,680,000	\$56,000	\$1,892,000	\$3,027,200	\$11,570,240
	Total	\$1,915,040	\$4,680,000	\$56,000	\$1,892,000	\$3,027,200	\$11,570,240
St. Joseph County	STBG - MPO	\$5,924,665	\$6,040,803	\$159,268	\$6,159,268	\$6,159,268	\$24,443,272
	HSIP	\$1,541,770	\$1,575,313	\$1,609,528	\$1,541,770	\$1,541,770	\$7,810,151
	CMAQ	\$1,863,138	\$1,898,708	\$1,934,990	\$1,863,138	\$1,863,138	\$9,423,112
	CRP	\$189,280	\$193,066	\$196,927	\$189,280	\$189,280	\$957,833
	TAP	\$867,741	\$885,096	\$902,798	\$867,741	\$867,741	\$4,391,117
	INDOT Allocated	\$3,705,232	\$4,871,651	\$-	\$909,129	\$-	\$9,486,012
	Total	\$14,091,826	\$15,464,637	\$4,803,511	\$11,530,326	\$10,621,197	\$56,511,497

Table 3: SFY 2024- 2028 Highway Programmed Projects

County	LPA	SFY 2024	SFY 2025	SFY 2026	SFY 2027	SFY 2028	Total
Elkhart County	Elkhart	\$12,368,551	\$6,672,000	\$-	\$-	\$-	\$19,040,551
	Goshen	\$958,960	\$640,000	\$3,738,560	\$4,800,000	\$-	\$10,137,520
	Elkhart Co.	\$16,873,973	\$4,445,851	\$9,605,670	\$5,924,816	\$5,709,960	\$42,560,269
	Middlebury	\$-	\$1,297,440	\$-	\$5,204,420	\$-	\$6,501,860
	MACOG	\$660,000	\$-	\$-	\$-	\$-	\$660,000
	Total	\$30,861,484	\$13,055,291	\$13,344,230	\$15,929,236	\$5,709,960	\$78,900,200
Kosciusko County	Warsaw	\$-	\$2,683,763	\$-	\$-	\$-	\$2,683,763
	Milford	\$-	\$-	\$220,000	\$978,400	\$-	\$1,198,400
	Kosciusko Co.	\$3,226,680	\$2,571,422	\$90,400	\$1,710,960	\$3,859,200	\$11,458,662
	Total	\$3,226,680	\$5,255,185	\$310,400	\$2,689,360	\$3,859,200	\$15,340,825
Marshall County	Culver	\$-	\$928,400	\$-	\$-	\$-	\$928,400
	Plymouth	\$-	\$212,000	\$-	\$-	\$-	\$212,000
	Argos	\$48,000	\$544,000	\$-	\$-	\$-	\$592,000
	Bourbon	\$-	\$300,000	\$-	\$-	\$-	\$300,000
	LaPaz	\$-	\$88,000	\$-	\$-	\$-	\$88,000
	Marshall Co.	\$1,867,040	\$2,607,600	\$56,000	\$1,892,000	\$3,027,200	\$9,449,840
	Total	\$1,915,040	\$4,680,000	\$56,000	\$1,892,000	\$3,027,200	\$11,570,240
St. Joseph County	South Bend	\$1,788,160	\$832,000	\$3,402,560	\$4,704,000	\$-	\$10,726,720
	Mishawaka	\$5,042,980	\$8,960,000	\$-	\$-	\$11,561,200	\$25,564,180
	St. Joseph Co.	\$6,143,232	\$4,991,651	\$2,352,000	\$5,849,129	\$-	\$19,336,012
	MACOG	\$351,875	\$-	\$-	\$-	\$-	\$351,875
	Total	\$13,326,247	\$14,783,651	\$5,754,560	\$10,553,129	\$11,561,200	\$55,978,787
Total		\$49,329,451	\$37,774,127	\$19,465,190	\$31,063,725	\$24,157,560	\$161,790,052

TRANSPORTATION IMPROVEMENT PROGRAM

Table 4: Local Fiscal Constraint (SFY 2024 - 2028)				
County	LPA	Projected Local Revenues (LR&S, MVHA, CBF)	Programmed Local Match	Remaining Available for Maintenance and Operations
Elkhart County	Elkhart	\$11,684,830	\$9,049,652	\$2,635,178
	Goshen	\$9,567,663	\$4,060,780	\$5,506,883
	Elkhart Co.	\$62,722,352	\$19,726,090	\$42,996,262
	Middlebury	\$965,331	\$1,625,465	\$(660,134)
Kosciusko County	Warsaw	\$2,879,583	\$670,941	\$2,208,642
	Milford	\$1,809,061	\$299,600	\$1,509,461
	Kosciusko Co.	\$25,646,424	\$1,782,865	\$23,863,559
Marshall County	Culver	\$271,114	\$232,100	\$39,014
	Marshall Co.	\$27,623,724	\$1,491,660	\$26,132,064
	Plymouth	\$1,612,100	\$53,000	\$1,559,100
	Argos	\$1,977,471	\$148,000	\$1,829,471
	Bourbon	\$1,161,383	\$75,000	\$1,086,383
	LaPaz	\$80,539	\$22,000	\$58,539
St. Joseph County	South Bend	\$60,529,409	\$7,879,180	\$52,650,229
	Mishawaka	\$23,700,210	\$9,717,728	\$13,982,482
	St. Joseph Co.	\$45,903,384	\$3,896,803	\$42,006,581

Local Transit Projects

Table 5 is a summary of the fiscal constraint analysis for local transit projects listed in the Transportation Improvement Program. The details for the federal funds and programmed amounts are located in Table 6 and 7 respectively. The primary federal funding source for Transpo and the In-terurban Trolley include 5307 and 5339 funds. Local match for Transit programming comes from state funding, Public Mass Transit Fund (PMTF) which is distributed by INDOT, passenger revenues, and local government. The difference between funds available and the programmed amounts is anticipated to be recovered with other federal fund surplus, project costs savings, and/or additional local contributions.

Table 5: SFY 2024 - 2025 Transit Projects Fiscal Constraint				
Urbanized Area		SFY 2024	SFY 2025	Total
Elkhart-Goshen UZA	Federal Funds	\$2,750,000	\$2,750,000	\$5,500,000
	Programmed	\$2,750,000	\$2,750,000	\$5,500,000
	Difference	\$-	\$-	\$-
South Bend UZA	Federal Funds	\$10,824,047	\$10,824,047	\$21,648,094
	Programmed	\$5,790,676	\$3,859,006	\$9,649,682
	Difference	\$5,033,371	\$6,965,041	\$11,998,412
Region	Federal Funds	\$13,574,047	\$13,574,047	\$27,148,094
	Programmed	\$8,540,676	\$6,609,006	\$15,149,682
	Difference	\$5,033,371	\$6,965,041	\$11,998,412

Table 6: SFY 2024 - 2025 Transit Funds Allocations			
Urbanized Area	SFY 2024	SFY 2025	Total
Elkhart-Goshen UZA	\$2,750,000	\$2,750,000	\$5,500,000
South Bend UZA*	\$10,824,047	\$10,824,047	\$21,648,094
Total	\$13,574,047	\$13,574,047	\$27,148,094

*Part of the South Bend UZA Transit allocation is split between Transpo, NICTD, and Niles Dial-A-Ride. Splits are negotiated amongst all parties and vary each year.

Table 7: SFY 2024 - 2025 Transit Programmed Projects			
Urbanized Area	SFY 2024	SFY 2025	Total
Elkhart-Goshen UZA	\$2,750,000	\$2,750,000	\$5,500,000
South Bend UZA	\$5,790,676	\$3,859,006	\$9,649,682
Total	\$8,540,676	\$6,609,006	\$15,149,682



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PROJECT LISTINGS





FY 2024-2028 Project Listing

This section includes the project listing of investments that are programmed to happen over the next five years to improve and enhance our transportation network. The Fiscal Year 2024-2028 TIP includes projects supported by nearly \$488 million in federal funding. This listing is in a living document, and can be amended or modified to add or delete projects and adjust for changes in scope, cost, or schedule. Amendments are presented to Policy Board for approval and are subject to public review, while minor changes can be made by administrative modifications.

The TIP is required to include a list of significant projects that have been implemented, or had significant delays in implementation from the previous TIP. The table to the right displays projects that are completed, or in progress, or scheduled to begin construction in calendar year 2023. For further information related to projects that have utilized federal funds, MACOG completes an annual listing of obligated projects (ALOP) by September of every year, which are posted to the MACOG website.

TRANSPORTATION IMPROVEMENT PROGRAM

Progress since FY 2022-2026 TIP

Location	Work Type	Status
Local Projects		
Elkhart County, Bridge 152 on Mishawaka Rd over Yellow Creek	Bridge Replacement	Complete
Elkhart County, CR 40: from SR 19 to CR 7	Road Reconstruction	in Progress
Goshen, Wilden Ave from Rock Run Creek to 6th St	Road Reconstruction	In Progress
Nappanee, Woodview Dr. from N. Main St (SR 19) to Oakland Ave. (CR 7)	Road Reconstruction	CN in 2023
Kosciusko County, CR1300N Extension over Norfolk Southern Railroad and Main Street	New Bridge Construction	In progress
Winona Lake, Intersection of Argonne Rd, Winona Ave, Kings Highway and Park Ave	Intersection Improvement, Roundabout	Complete
Culver, Lake Max Trail Phase II, Culver Park to W. Shore Dr	Bike/Pedestrian Facility	Complete
Marshall County, Bridge No. 73 carrying King Rd over the Yellow	Bridge Replacement	Complete
Marshall County, Bridge #120: South Upas Road over Yellow River	Bridge Replacement	In Progress
Marshall County, Bridge #87: 11th Road over Yellow River	Bridge Replacement	In Progress
Plymouth, Hoham Drive starting at North Michigan St to 400' west of Western Ave	Road Reconstruction	In Progress
Plymouth, East LaPorte Street Footbridge over the Yellow River	Bridge Replacement	Complete

Progress since FY 2022-2026 TIP

Location	Work Type	Status
South Bend, School Zone Flashing Beacons	Traffic Signals, New or Modernized	Complete
South Bend, Coal Line Trail (Phase II) from Riverside Dr to Angela Blvd	Bike/Pedestrian Facilities	In Progress
South Bend, Olive St from Indiana Ct to Tucker Dr. - Phase II	Road Reconstruction	Complete
St. Joseph County, McKinley Hwy reconstruction/added travel lanes from Birch to Ash Rd	Road Reconstruction	In Progress
St. Joseph County, Auten Rd Multi-Use Path from SR 933 to Laurel Rd	Bike/Pedestrian Facilities	In Progress
INDOT Projects		
US 20, from SR 13 to 2.48 mi E of SR 13 (at the Elkhart/Lagrange County Line)	HMA Overlay	In Progress
US 20, Bridge Over Rowe-Eden Ditch, 1.25 Miles East of SR 13	Bridge Replacement, Other Construction	Complete
US 20, Bridge Over Little Elkhart River, 1.80 Miles East of SR 13	Bridge Replacement, Other Construction	In Progress
US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Auxiliary Lanes, Two-way Left Turn Lanes	In Progress
SR 15, 5.73 miles N of US 6 (at CR 42 North Junction)	Auxiliary Lane Construction	In Progress

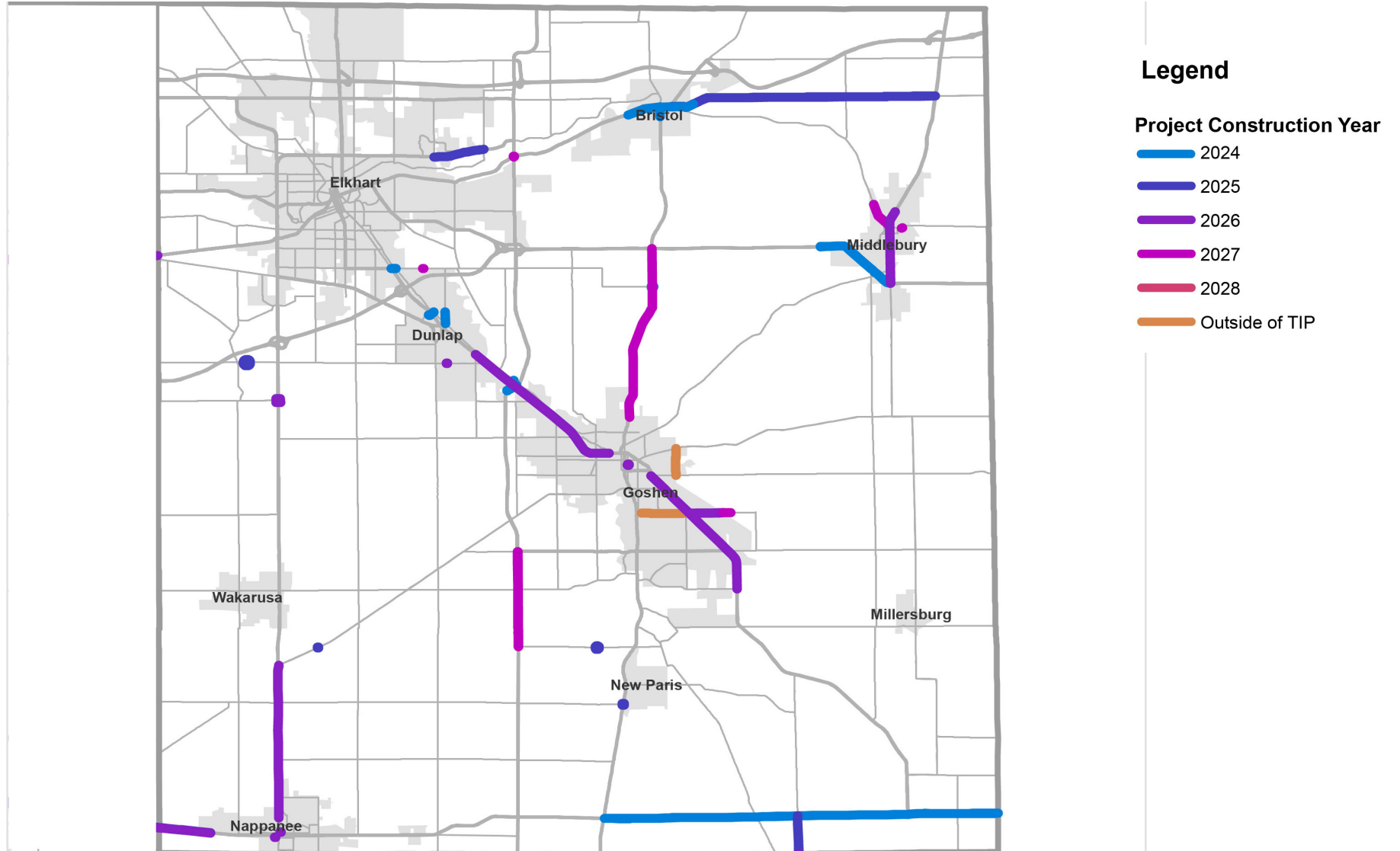
Progress since FY 2022-2026 TIP

Location	Work Type	Status
SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	Complete
SR 15 at CR 142, 4.64 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	In Progress
SR 19, Over Christiana Creek, 2.42 Miles S of I-18/90	Replace Superstructure	Complete
US 20 from 3.23 Miles West of SR 19 (St. Joseph/Elkhart County Line) to 2.64 Miles West SR 15	Concrete Pavement Restoration (CPR)	Complete
US 30, from SR 19 to 3 mi E of SR 15 (Center St.)	HMA Overlay	In Progress
US 30, Bridge over Robinson Ditch, 2.60 Miles E of SR 19	Replace Superstructure	In Progress
US 30, Bridge over Pole Run Ditch, 4,74 Miles E of SR 19	Replace Superstructure	In Progress
US 30, Bridge over Danner Ditch 1.59 Miles E of SR 19	Replace Superstructure	In Progress
SR 15, from 0.49 miles South of SR 14 to 0.70 miles North of SR 14 (Silver Lake)	HMA Overlay	Complete
US 30, from SR 17 to SR 19	HMA Overlay	Complete
US 31 at Elkhart Western Railroad	New Bridge, Other	In Progress
US 6, from W Jct. of SR 106 to E. Jct. of SR 106	HMA Overlay	In Progress

Progress since FY 2022-2026 TIP

Location	Work Type	Status
Intersection of SR 933 and Cleveland Rd, 4.0 mi N of SR 23	Intersection Improvement, W/ Added Turn Lanes	In Progress
US 20 over US 31, 2.75 Miles E of SR 23	Bridge Replacement, Steel	In Progress
SR 23, 1.58 mi S of SR 331 (Main St/ Gumwood) to 1.58 mi S of the MI State Line (Bittersweet Rd)	HMA Overlay	Complete
SR 23, from US 30 to 0.84 mi S. of US 6 (Lawrence St.)	HMA Overlay	In Progress
SR 331, from N. Jct of US 20 to 0.58 mi. N. of SR 933 (S. of Jefferson Ave)	HMA Overlay	In Progress
US20, US20/US31, and US31 bypass at Michigan State line to US 20 bypass at Fort Wayne District	Interchange Modification	CN in 2023

Elkhart County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
City of Elkhart									
1801611	Bristol St from Jeanwood Dr. to CR 15	Auxiliary Lanes, Two-Way Left Turn	STBG	CN	\$6,672,000	\$1,668,000	\$8,340,000	\$10,458,895	2025
1801933	Hively Avenue, East of Main St, crossing the NS Railroad	New Bridge, Other	Local Trax	CN	\$7,991,301	\$2,345,568	\$10,336,869	\$24,138,193	2024
1900821	Hively Avenue, East of Main St, crossing the NS Railroad	New Bridge, Other	Local Trax	CN	\$1,634,650	\$4,081,537	\$5,716,187	\$24,138,193	2024
2001662	Hively Avenue, East of Main St, crossing the NS Railroad	New Bridge, Other	Local Trax	CN	\$2,742,600	\$783,600	\$3,526,200	\$24,138,193	2024
Elkhart County									
2100291	Countywide Bridge Inspection and Inventory Program for Cycle Years 2023 - 2024	Bridge Inspections	ST Bridge	PE	\$18,534	\$4,633	\$23,167	\$229,807	2024
2201695	Countywide Bridge Inspection and Inventory Program for Cycle Years 2024 - 2027	Bridge Inspections	ST Bridge	PE	\$434,000	\$108,500	\$542,500	\$542,500	2024-27
1900465	Bridge #312 on CR 142 over Turkey Creek	Bridge Replacement	ST STBG	CN	\$1,795,592	\$448,898	\$2,244,490	\$2,282,179	2025
1900486	CR 17 from CR 142 to CR 38	New Road Construction	STBG	RW	\$1,949,414	\$487,354	\$2,436,768	\$21,241,937	2024
2100027	CR 17 (Phase I) from CR 42 to CR 38	New Road Construction	STBG	CN	\$8,089,440	\$2,022,360	\$10,111,800	\$21,241,937	2026
2100028	CR 17 (Phase 2) from CR 142 to CR 42	New Road Construction	STBG	CN	\$5,709,960	\$1,427,490	\$7,137,450	\$21,241,937	2028
1801913	Sunnyside Ave/ Mall Dr at US 33 (Main St) over NS Railroad	New Bridge Construction	Local Trax	CN	\$5,853,744	\$9,121,193	\$14,974,937	\$34,169,189	2024

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
1900836	County Bridge 148 - Sunnyside Ave / Mall Dr at US 33 over Norfolk Southern Railroad	New Bridge Construction	Local Trax	CN	\$3,694,427	\$974,354	\$4,668,781	\$34,169,189	2024
2100065	Extension and Realignment of CR 13 from Sunnyside Avenue to CR 45	New Bridge Construction	Local Trax	CN	\$ -	\$1,349,800	\$1,349,800	\$34,169,189	2024
2001723	County Bridge 151 - Concord Mall Drive over Yellow Creek	New Bridge Construction	Local Trax	CN	\$997,912	\$263,186	\$1,261,098	\$34,169,189	2024
2001724	County Bridge 150 - Sunnyside Avenue over Yellow Creek	New Bridge Construction	Local Trax	CN	\$983,195	\$259,304	\$1,242,499	\$34,169,189	2024
1902829	Bridge #145 on CR 26 over Baugo Creek	Bridge Rehabilitation or Repair	ST Bridge	CN	\$1,909,449	\$477,362	\$2,386,811	\$2,440,652	2025
2003071	Bridge #233 on CR 26 over Yellow Creek	Bridge Replacement	ST Bridge	RW	\$34,967	\$8,742	\$43,709	\$1,578,766	2025
2003071	Bridge #233 on CR 26 over Yellow Creek	Bridge Replacement	ST Bridge	CN	\$1,015,230	\$253,807	\$1,269,037	\$1,578,766	2026
2101770	Bridge #265 on CR 16 (Warren Street) over the Little Elkhart River	Bridge Replacement	ST Bridge	RW	\$670,842	\$167,711	\$838,553	\$6,441,184	2025
2101770	Bridge #265 on CR 16 (Warren Street) over the Little Elkhart River	Bridge Replacement	ST Bridge	CN	\$3,912,816	\$978,204	\$4,891,020	\$6,441,184	2027
2201238	Bridge #385 Carrying Hively Ave/CR 18 over the Yellow Creek	Bridge Replacement	STBG	PE	\$342,515	\$85,629	\$428,144	\$3,330,000	2024
2201238	Bridge #385 Carrying Hively Ave/CR 18 over the Yellow Creek	Bridge Replacement	STBG	RW	\$304,000	\$76,000	\$380,000	\$3,330,000	2025 2026
2201238	Bridge #385 Carrying Hively Ave/CR 18 over the Yellow Creek	Bridge Replacement	STBG	CN	\$1,984,000	\$496,000	\$2,480,000	\$3,330,000	2027
1700310	CR 17 Multi-Use Path from US 33 to CR 45	Bike/Pedestrian Facilities	CMAQ	CN	\$1,766,765	\$441,692	\$2,208,457	\$3,598,457	2024

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
1801928	Pedestrian Bridge along CR 17 over US 33	New Bridge Construction	CMAQ	CN	\$1,112,000	\$278,000	\$1,390,000	\$3,598,457	2024
City of Goshen									
1900739	College Ave from US 33 to NS Railroad (East Entrance of parking lot) - Phase 1	Auxiliary Lanes, Two-Way Left Turn	STBG	CN	\$2,836,194	\$709,048	\$15,673,700	\$5,107,000	2026
2101631	Pedestrian Bridge Over Horn Ditch	Bike/Pedestrian Facilities	STBG	CN	\$263,806	\$65,952	\$18,633,983	\$5,107,000	2026
2100021	College Avenue from 9th St and US 33 - Phase 2	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$1,040,000	\$260,000	\$19,904,225	\$9,541,450	2025 2026
2201239	East College Ave from Century Drive to Entrance of Planned Development - Phase 3	Auxiliary Lanes, Two-Way Left Turn	STBG	PE	\$376,000	\$94,000	\$21,004,225	\$7,900,000	2024
2201239	East College Ave from Century Drive to Entrance of Planned Development - Phase 3	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$40,000	\$10,000	\$20,871,725	\$7,900,000	2025
2201239	East College Ave from Century Drive to Entrance of Planned Development - Phase 3	Auxiliary Lanes, Two-Way Left Turn	STBG	CN	\$4,600,000	\$2,530,000	\$22,421,725	\$7,900,000	2027
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	PE	\$572,960	\$143,240	\$17,691,725	\$6,200,000	2024
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	RW	\$200,000	\$50,000	\$17,313,025	\$6,200,000	2027

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2201240	EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure	CRP	PE	\$10,000	\$2,500	\$17,063,025	\$260,700	2024
2201240	EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure	CRP	CN	\$198,560	\$49,640	\$17,630,342	\$260,700	2026
Town of Middlebury									
2101771	Bristol Avenue from Brown Street to Powell Drive	Pavement Replacement	ST STBG	RW	\$1,297,440	\$324,360	\$17,482,142	\$9,175,480	2025
2101771	Bristol Avenue from Brown Street to Powell Drive	Pavement Replacement	ST STBG	CN	\$5,204,420	\$1,301,105	\$18,251,145	\$9,175,480	2027
MACOG (UPWP)									
2101626	Vanpool	UPWP	CMAQ		\$660,000	\$0	\$660,000	\$660,000	2024

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
Indiana Department of Transportation									
1800039	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$463,854	\$115,963	\$579,817	\$932,307	2024
1800045	SR 119, 1.35 miles East of SR 19 (CR7)	Intersection Improvement	ST STBG	RW	\$80,000	\$20,000	\$100,000	\$3,331,886	2024
1800045	SR 119, 1.35 miles East of SR 19 (CR 7)	Intersection Improvement	ST STBG	CN	\$1,912,642	\$478,161	\$2,390,803	\$3,331,886	2025
1900095	US 20, 2.13 miles E of SR 13 (CR 35) to SR 13	Added Travel Lanes	NHPP	CN	\$18,254,400	\$4,563,600	\$22,818,000	\$32,865,719	2024
1902013	Within the Fort Wayne District, at Various Locations for High Friction Surface Treatments	Other Type Project (Miscellaneous)	Safety	CN	\$445,962	\$111,491	\$557,453	\$557,453	2024
1902014	Various Locations within the Fort Wayne District, New or Slotted Left Turn	Auxiliary Lanes, Accel & Decel or Turn Lanes	ST STBG	CN	\$1,357,286	\$339,322	\$1,696,608	\$1,934,308	2024
1902645	SR 120, 0.86 Miles West of SR 15 (W Junct) to 0.41 Miles East of SR 15 (E Junct)	Pavement Replacement	ST STBG	CN	\$5,267,200	\$1,316,800	\$6,584,000	\$7,959,162	2024
1902646	SR 15, .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$1,153,112	\$288,278	\$1,441,390	\$1,681,390	2024
2000024	SR 15, 3.06 miles N of US 6 (SR 15 at CR 146)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$1,043,871	\$260,968	\$1,304,839	\$1,304,839	2025
2000027	US 33 from 4.9 miles S of SR 15 (CR 40) to 1.0 miles S of SR 15 (Monroe).	Added Travel Lanes	NHPP	RW	\$1,360,000	\$340,000	\$1,700,000	\$34,510,710	2024 2025
2000027	US 33 from 4.9 miles S of SR 15 (CR 40) to 1.0 miles S of SR 15 (Monroe).	Added Travel Lanes	NHPP	CN	\$16,992,694	\$4,248,174	\$21,240,868	\$34,510,710	2025 2026

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2001164	US 6, from SR 15 to US 33 W Jct.	HMA Overlay, Preventative Maintenance	NHPP	CN	\$2,301,429	\$575,357	\$2,876,786	\$6,253,290	2024
2001165	US 6, from US 33 West Jct. to SR 5	HMA Overlay, Preventative Maintenance	NHPP	CN	\$2,109,006	\$527,252	\$2,636,258	\$2,990,233	2024
2001519	Various Locations within the Elkhart, Fort Wayne, and Wabash Subs	ADA Sidewalk Ramp Construction	Safety	CN	\$365,626	\$91,407	\$457,033	\$673,263	2024
2001520	Various Locations within the Fort Wayne District	ADA Sidewalk Ramp Construction	Safety	RW	\$20,000	\$5,000	\$25,000	\$931,756	2024
2001520	Various Locations within the Fort Wayne District	ADA Sidewalk Ramp Construction	Safety	CN	\$372,205	\$93,051	\$465,256	\$931,756	2025
2001737	Various Locations within the Fort Wayne District - High Friction Surface Treatment	Other Type Project (Miscellaneous)	Safety	CN	\$875,159	\$218,790	\$1,093,949	\$1,193,949	2025
2001741	Various Slotted Left Locations within the Fort Wayne District	Other Intersection Improvement	ST STBG	CN	\$1,038,718	\$259,679	\$1,298,397	\$1,318,397	2025
2001821	SR 120, from 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$80,000	\$20,000	\$100,000	\$8,329,000	2024
2001821	SR 120, from 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$5,559,200	\$1,389,800	\$6,949,000	\$8,329,200	2025
2001854	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$156,000	\$39,000	\$195,000	\$6,618,963	2024
2001854	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$3,604,000	\$901,000	\$4,505,000	\$6,618,963	2025

TRANSPORTATION IMPROVEMENT PROGRAM

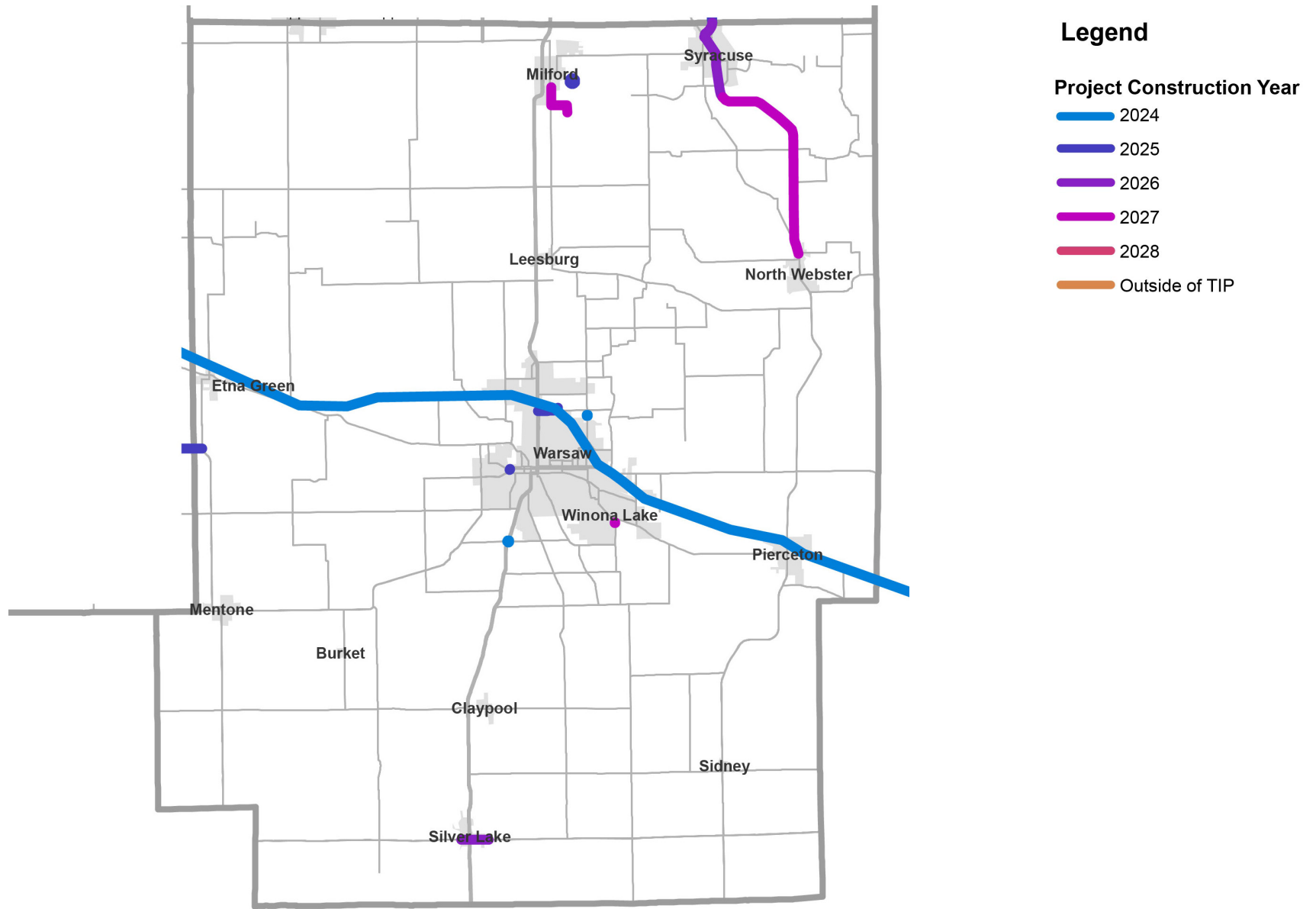
State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2100009	SR 120 at CR 17, 4.2 miles W of SR 15	Intersection Improvement	ST STBG	PE	\$532,000	\$133,000	\$665,000	\$4,965,253	2024
2100009	SR 120 at CR 17, 4.2 miles W of SR 15	Intersection Improvement	ST STBG	RW	\$280,000	\$70,000	\$350,000	\$4,965,253	2025
2100009	SR 120 at CR 17, 4.2 miles W of SR 15	Intersection Improvement	ST STBG	CN	\$3,160,000	\$790,000	\$3,950,000	\$4,965,253	2025 2027
2100013	SR 19, Intersection at CR 28, 1.55 miles South of US 20.	Intersect. Improv. W/ Added Turn Lanes	ST STBG	RW	\$32,000	\$8,000	\$40,000	\$5,341,241	2025
2100013	SR 19, Intersection at CR 28, 1.55 miles South of US 20.	Intersect. Improv. W/ Added Turn Lanes	ST STBG	CN	\$1,108,860	\$277,215	\$1,386,075	\$5,341,241	2025 2026
2100113	PEL - US 30 (SR 49 to Ohio State Line) & US 31 (Tipton/Hamilton County Line to US 30, excluding between SR 931 junctions in Kokomo)	Other Type Project (Miscellaneous)	NHPP	PE	\$3,944,800	\$986,200	\$4,931,000	\$17,609,931	2024
2100156	High Friction Surface Treatment, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$457,494	\$114,373	\$571,867	\$626,867	2026
2100172	SR 19, From 0.49 mi N. of US 6 (Berlin Court Ditch) to SR 119 (End of Gore N. of Roundabout).	HMA Overlay, Preventive Maintenance	ST STBG	RW	\$56,000	\$14,000	\$70,000	\$5,341,241	2025
2100172	SR 19, From 0.49 mi N. of US 6 (Berlin Court Ditch) to SR 119 (End of Gore N. of Roundabout).	HMA Overlay, Preventive Maintenance	ST STBG	CN	\$3,020,133	\$755,033	\$3,775,166	\$5,341,241	2025 2026
2100181	New or Slotted Left Turn, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$448,490	\$112,123	\$560,613	\$617,613	2026

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2100196	SR 13 from US 20 (RP 131.1) to 1.93 miles N of US 20 (York Dr RP 133.02)	HMA Overlay, Minor Structural	NHPP	RW	\$432,000	\$108,000	\$540,000	\$13,048,064	2025
2100196	SR 13 from US 20 (RP 131.1) to 1.93 miles N of US 20 (York Dr RP 133.02)	HMA Overlay, Minor Structural	NHPP	CN	\$6,607,786	\$1,651,946	\$8,259,732	\$13,048,064	2025 2026
2100199	US 33, From 0.31 Miles West of SR 15 North Jct. (Elkhart Rr Br) to 4.57 Miles North of SR 15 N. Jct.(CR15)	HMA Overlay, Minor Structural	NHPP	CN	\$6,767,874	\$1,691,968	\$8,459,842	\$34,510,710	2025 2026
2100203	SR 13 from 3.53 miles S of US 6 West Jct (Orchard Hill) to 1.00 miles South of US 6 W Jct (CR1400N)	HMA Overlay, Minor Structural	NHPP	CN	\$2,185,380	\$546,345	\$2,731,725	\$13,048,064	2024-26
2200798	SR 15, From 1.01 Miles N of US 33 N Jct. (curb limits 255' N of Hackett Rd) to US 20	HMA Overlay, Preventive Maintenance	ST STBG	RW	\$1,064,800	\$266,200	\$1,331,000	\$3,518,673	2025
2200798	SR 15, From 1.01 Miles N of US 33 N Jct. (curb limits 255' N of Hackett Rd) to US 20	HMA Overlay, Preventive Maintenance	ST STBG	CN	\$1,510,400	\$377,600	\$1,888,000	\$3,518,673	2025 2027
2201085	High Friction Surface Treatment, Various Locations within the Fort Wayne District	Other Type Project (Miscellaneous)	ST STBG	PE	\$201,696	\$50,424	\$252,120	\$1,372,655	2024
2201085	High Friction Surface Treatment, Various Locations within the Fort Wayne District	Other Type Project (Miscellaneous)	ST STBG	CN	\$896,428	\$224,107	\$1,120,535	\$1,372,655	2027
2300274	Electric charging infrastructure at various locations along Indiana interstates	Other Type Project (Miscellaneous)	NEVI	CN	\$50,917,608	\$12,729,402	\$63,647,010	\$63,647,010	2024- 2026

Kosciusko County Project Listings



Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
Kosciusko County									
1702866	Bridge #227 on S Hand St over Walnut Creek	Bridge Replacement	ST Bridge	CN	\$1,322,302	\$330,575	\$1,652,877	\$1,938,099	2025
1802917	Bridge #161 on CR 200 S over Walnut Creek	Bridge Replacement, Other Construction	ST Bridge	CN	\$777,440	\$194,360	\$971,800	\$1,031,800	2024
1902838	Bridge 30 on Beer Rd over Turkey Creek	Bridge Replacement	ST Bridge	RW	\$48,240	\$12,060	\$60,300	\$1,887,700	2024
1902838	Bridge 30 on Beer Rd over Turkey Creek	Bridge Replacement	ST Bridge	CN	\$1,249,120	\$312,280	\$1,561,400	\$1,887,700	2025
2003013	Bridge 9 Husky Trail over Deeds Creek	Bridge Replacement	ST STBG	CN	\$2,025,000	\$506,250	\$2,531,250	\$2,606,000	2024
2101760	Bridge #123 on Packerton Road over Wyland Ditch	Bridge Replacement	ST Bridge	RW	\$50,400	\$12,600	\$63,000	\$2,448,950	2026
2101760	Bridge #123 on Packerton Road over Wyland Ditch	Bridge Replacement	ST Bridge	CN	\$1,658,960	\$414,740	\$2,073,700	\$2,448,950	2027
2201663	Bridge #139 - CR 700 E over Eel River	Bridge Replacement	ST Bridge	PE	\$376,000	\$94,000	\$470,000	\$5,409,000	2024
2201663	Bridge #139 - CR 700 E over Eel River	Bridge Replacement	ST Bridge	RW	\$40,000	\$10,000	\$50,000	\$5,409,000	2026
2201663	Bridge #139 - CR 700 E over Eel River	Bridge Replacement	ST Bridge	CN	\$3,911,200	\$977,800	\$4,889,000	\$5,409,000	2027 2028
City of Warsaw									
1702849	Anchorage Rd (CR 200 N) from SR 15 to Biomet Dr	Added Travel Lanes	ST STBG	CN	\$2,683,763	\$670,941	\$3,354,704	\$4,276,764	2025
Town of Milford									
2101778	Milford Trail: 1st Street to Waubee Lake Park	Bike/Pedestrian Facilities	ST TAP	RW	\$220,000	\$55,000	\$275,000	\$1,763,000	2026
2101778	Milford Trail: 1st Street to Waubee Lake Park	Bike/Pedestrian Facilities	ST TAP	CN	\$978,400	\$244,600	\$1,223,000	\$1,763,000	2027

TRANSPORTATION IMPROVEMENT PROGRAM

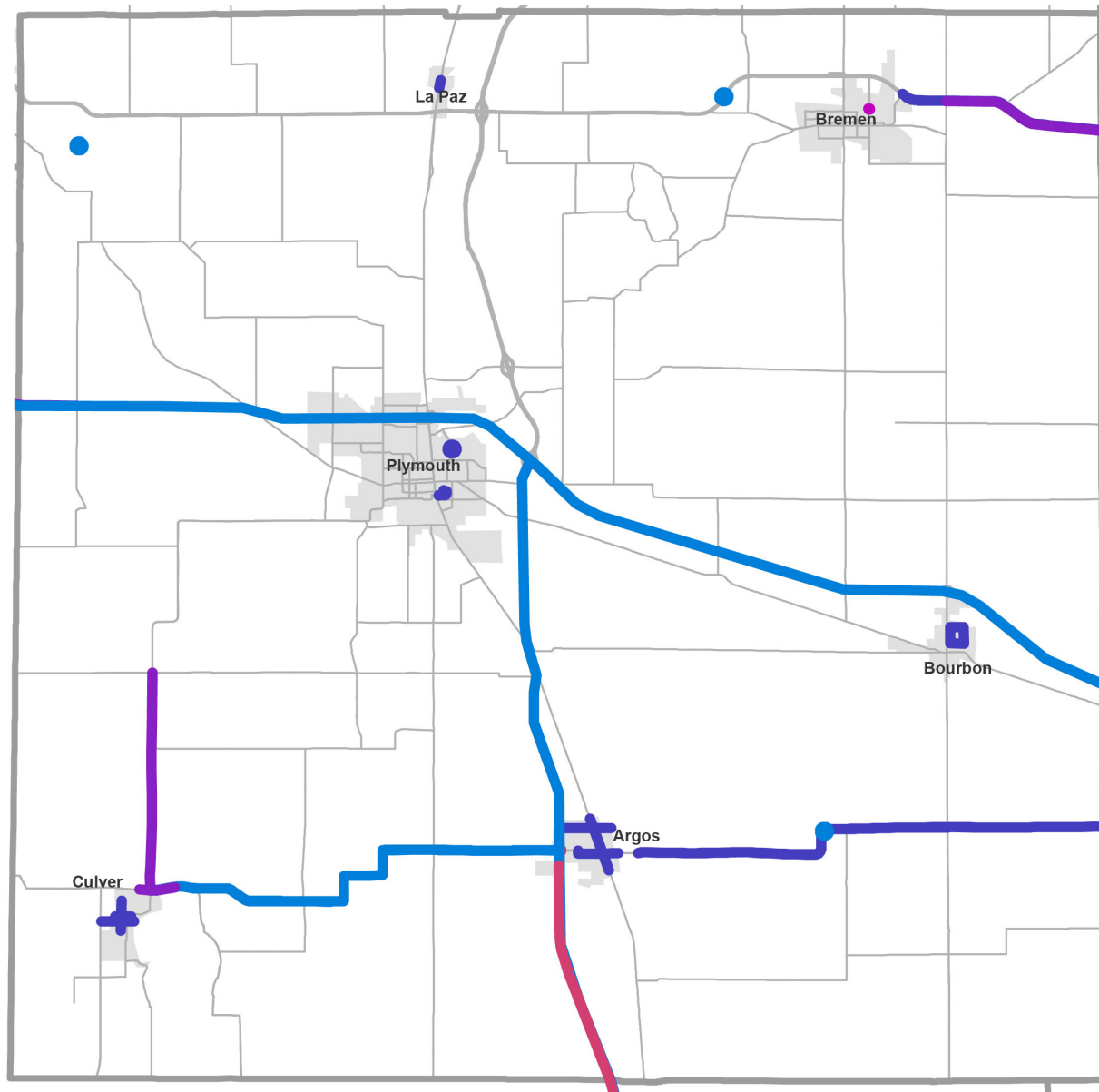
State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
Indiana Department of Transportation									
1902013	Within the Fort Wayne District, at Various Locations for High Friction Surface Treatments	Other Type Project (Miscellaneous)	Safety	CN	\$445,962	\$111,491	\$557,453	\$557,453	2024
1902014	Various Locations within the Fort Wayne District, New or Slotted Left Turn	Auxiliary Lanes, Accel & Decel or Turn Lanes	ST STBG	CN	\$1,357,286	\$339,322	\$1,696,608	\$1,934,308	2024
2001520	Various Locations within the Fort Wayne District	ADA Sidewalk Ramp Construction	Safety	RW	\$20,000	\$5,000	\$25,000	\$931,756	2024
2001520	Various Locations within the Fort Wayne District	ADA Sidewalk Ramp Construction	Safety	CN	\$372,205	\$93,051	\$465,256	\$931,756	2025
2001737	Various Locations within the Fort Wayne District - High Friction Surface Treatment	Other Type Project (Miscellaneous)	Safety	CN	\$875,159	\$218,790	\$1,093,949	\$1,193,949	2025
2001741	Various Slotted Left Locations within the Fort Wayne District	Other Intersection Improvement	ST STBG	CN	\$1,038,718	\$259,679	\$1,298,397	\$1,318,397	2025
2100113	PEL - US 30 (SR 49 to Ohio State Line) & US 31 (Tipton/Hamilton County Line to US 30, excluding between SR 931 junctions in Kokomo)	Other Type Project (Miscellaneous)	NHPP	PE	\$3,944,800	\$986,200	\$4,931,000	\$17,609,931	2024
2100156	High Friction Surface Treatment, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$457,494	\$114,373	\$571,867	\$626,867	2026
2100181	New or Slotted Left Turn, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$448,490	\$112,123	\$560,613	\$617,613	2026

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2100197	From 0.26 Miles West of SR 15 to 0.59 Miles East of SR 15 (Silver Lake)	HMA Overlay, Minor Structural	ST STBG	RW	\$64,000	\$16,000	\$80,000	\$1,220,144	2025
2100197	From 0.26 Miles West of SR 15 to 0.59 Miles East of SR 15 (Silver Lake)	HMA Overlay, Minor Structural	ST STBG	CN	\$896,115	\$224,029	\$1,120,144	\$1,220,144	2025 2026
2200925	From 9.46 Miles N of US 30 (NCL North Webster/ Epworth Forest Rd) to 3.53 Miles S of US 6 W Jct	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$800,000	\$200,000	\$1,000,000	\$6,009,697	2025
2200925	From 9.46 Miles N of US 30 (NCL North Webster/ Epworth Forest Rd) to 3.53 Miles S of US 6 W Jct	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$3,457,358	\$864,339	\$4,321,697	\$6,009,697	2025 2027
2201085	High Friction Surface Treatment, Various Locations within the Fort Wayne District	Other Type Project (Miscellaneous)	ST STBG	PE	\$201,696	\$50,424	\$252,120	\$1,372,655	2024
2201085	High Friction Surface Treatment, Various Locations within the Fort Wayne District	Other Type Project (Miscellaneous)	ST STBG	CN	\$896,428	\$224,107	\$1,120,535	\$1,372,655	2027
2300274	Electric charging infrastructure at various locations along Indiana interstates	Other Type Project (Miscellaneous)	NEVI	CN	\$50,917,608	\$12,729,402	\$63,647,010	\$63,647,010	2024- 2026

Marshall County Project Listings



Legend

Project Construction Year

- 2024
- 2025
- 2026
- 2027
- 2028
- Outside of TIP

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
Town of Culver									
1802913	Lake Max Trail Phase III, from Academy Rd to West of Town Limits	Bike/Pedestrian Facilities	ST TAP	CN	\$698,000	\$174,500	\$872,500	\$952,500	2025
2001807	Slate St, Jefferson St, and Cass St Trail	Bike/Pedestrian Facilities	ST TAP	CN	\$230,400	\$57,600	\$288,000	\$300,000	2025
Marshall County									
1902809	Bridge #11 Union Rd over Pine Creek	Bridge Replacement	ST Bridge	CN	\$1,096,960	\$274,240	\$1,371,200	\$1,759,250	2024
1902820	Bridge #232 Randolph Dr over Yellow River	Bridge Replacement	ST Bridge	RW	\$30,080	\$7,520	\$37,600	\$3,447,100	2024
1902820	Bridge #232 Randolph Dr over Yellow River	Bridge Replacement	ST Bridge	CN	\$2,727,600	\$681,900	\$3,409,500	\$3,447,100	2024 2025
2101698	Bridge #231 Carrying Center St over Arme y Ditch in Bremen	Bridge Replacement	ST Bridge	RW	\$220,000	\$55,000	\$275,000	\$3,100,560	2024
2101698	Bridge #231 Carrying Center St over Arme y Ditch in Bremen	Bridge Replacement	ST Bridge	CN	\$1,892,000	\$473,000	\$2,365,000	\$3,100,560	2027
2201676	Bridge #88 - West 12th Road over Yellow River	Bridge Replacement	ST Bridge	PE	\$400,000	\$100,000	\$500,000	\$4,354,000	2024
2201676	Bridge #88 - West 12th Road over Yellow River	Bridge Replacement	ST Bridge	RW	\$56,000	\$14,000	\$70,000	\$4,354,000	2026
2201676	Bridge #88 - West 12th Road over Yellow River	Bridge Replacement	ST Bridge	CN	\$3,027,200	\$756,800	\$3,784,000	\$4,354,000	2028
City of Plymouth									
2101317	Greenways Trail, Phase III - North in River Square Park to pedestrian bridge across from River Gate South	Bike/Pedestrian Facilities	ST TAP	CN	\$212,000	\$53,000	\$265,000	\$379,869	2025

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
Town of Argos									
2101288	New Sidewalk/Trail in the Town of Argos - Marshall Street, Walnut Street, Michigan Street	Bike/Pedestrian Facilities	ST TAP	RW	\$48,000	\$12,000	\$60,000	\$919,830	2024
2101288	New Sidewalk/Trail in the Town of Argos - Marshall Street, Walnut Street, Michigan Street	Bike/Pedestrian Facilities	ST TAP	CN	\$544,000	\$136,000	\$680,000	\$919,830	2025
Town of Bourbon									
2101300	Sidewalks in Various Locations within the Town of Bourbon	Bike/Pedestrian Facilities	ST TAP	CN	\$300,000	\$75,000	\$375,000	\$499,300	2025
Town of LaPaz									
2101238	Michigan Street from Walnut Street to Vintage Street	Bike/Pedestrian Facilities	ST TAP	CN	\$88,000	\$22,000	\$110,000	\$165,000	2025

State Sponsored Projects

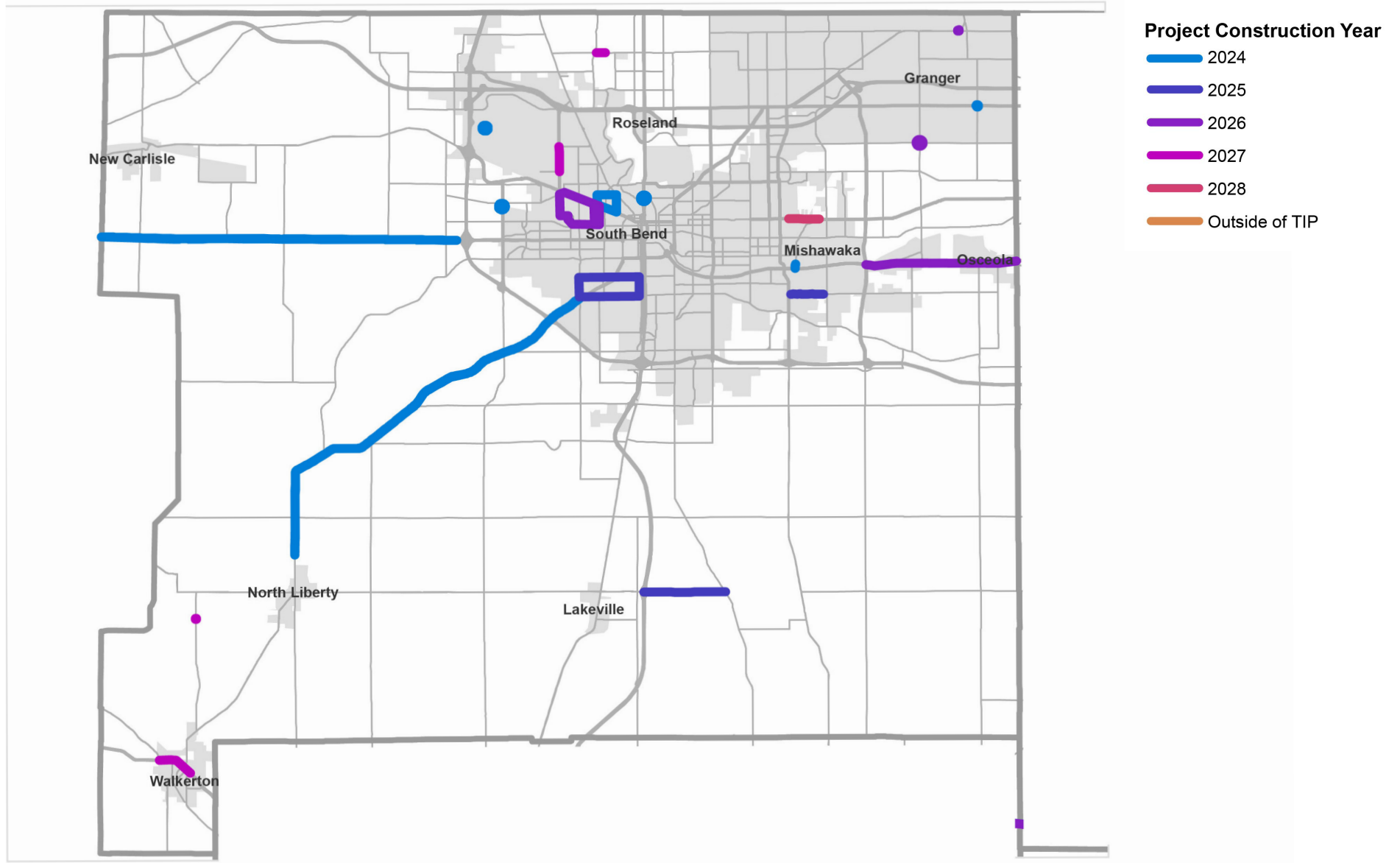
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
Indiana Department of Transportation									
1702997	US 6 from SR 106 Dogwood to Shawnee Drive	Shoulder Rehabilitation	NHPP	CN	\$4,718,400	\$1,179,600	\$5,898,000	\$6,664,984	2024-26
1802051	US 31 at SR 10	New Interchange Construction	NHPP	RW	\$400,000	\$100,000	\$500,000	\$78,351,508	2024
1802051	US 31 at SR 10	New Interchange Construction	NHPP	CN	\$20,000,000	\$5,000,000	\$25,000,000	\$78,351,508	2028
1900005	SR 10 at Deer Creek, 2.39 mi W of SR 331	Bridge Replacement	ST STBG	RW	\$12,000	\$3,000	\$15,000	\$1,110,148	2024
1900005	SR 10 at Deer Creek, 2.39 mi W of SR 331	Bridge Replacement	ST STBG	CN	\$617,742	\$154,436	\$772,178	\$1,110,148	2024
1900033	US 6 at CSX RR, 0.38 mi E of SR 106	Replace Superstructure	NHPP	CN	\$1,562,814	\$390,703	\$1,953,517	\$2,441,924	2024
2000611	SR 10 from SR 117 to US 31	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$2,850,863	\$712,716	\$3,563,579	\$5,262,318	2024
2000615	SR 10 from SR 17 E. Jct. to SR 117	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$399,965	\$99,991	\$499,956	\$709,956	2024
2001886	US 6 from the E Jct. of SR 106 to 2.03 miles W of SR 19 (Shawnee Dr)	HMA Overlay, Minor Structural	NHPP	CN	\$2,426,300	\$606,575	\$3,032,875	\$3,862,079	2024 2025
2001887	SR 10 from .59 mi E of US 31 (Juniper Rd) to SR 19	HMA Overlay, Minor Structural	ST STBG	CN	\$4,870,795	\$1,217,699	\$6,088,494	\$6,198,494	2025
2100225	US 30, 2.74 Miles E of US 35 to 9.5 Miles E of US 35 (Union Rd)	HMA Overlay, Minor Structural	NHPP	CN	\$9,236,381	\$2,309,095	\$11,545,476	\$11,795,476	2024-26
2100230	SR 10, W Jct of SR 17 to E Jct of SR 17	HMA Overlay, Minor Structural	ST STBG	CN	\$488,011	\$122,003	\$610,014	\$718,014	2024-26

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2100234	SR 17, E Jct of SR 10 to SR 8	HMA Overlay, Minor Structural	ST STBG	CN	\$2,211,690	\$552,923	\$2,764,613	\$3,121,613	2024-26
2200482	US 31, 1.47 Miles South of SR 110 to 0.31 Miles South of SR 10	Access Control	Safety	RW	\$225,000	\$25,000	\$250,000	\$78,351,508	2024
2200482	US 31, 1.47 Miles South of SR 110 to 0.31 Miles South of SR 10	Access Control	Safety	CN	\$2,354,231	\$588,558	\$2,942,789	\$78,351,508	2028
2201077	LaPorte District Safety Systemic - New or Slotted Left Turn	Other Type Project (Miscellaneous)	ST STBG	CN	\$1,592,000	\$398,000	\$1,990,000	\$2,340,000	2027
2300274	Electric charging infrastructure at various locations along Indiana interstates	Other Type Project (Miscellaneous)	NEVI	CN	\$50,917,608	\$12,729,402	\$63,647,010	\$63,647,010	2024-2026

St. Joseph County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
City of Mishawaka									
1801241	Twelfth Street (Phase III) from Dodge Ave to Campbell St	Road Reconstruction (3R/4R Standards)	STBG	CN	\$8,960,000	\$2,310,000	\$11,270,000	\$14,991,350	2025
1900449	Mishawaka Riverwalk Cedar St Bridge	Bridge Widening	STBG	CN	\$5,042,980	\$1,989,270	\$7,032,250	\$7,912,160	2024
2001725	McKinley Avenue from Division to Elder (Phase I CN to Lynn)	Added Travel Lanes	STBG	RW	\$-	\$2,528,158	\$2,528,158	\$18,877,736	2024
2001725	McKinley Avenue from Division to Elder (Phase I CN to Lynn)	Added Travel Lanes	STBG	CN	\$11,561,200	\$2,890,300	\$14,451,500	\$18,877,736	2028
City of South Bend									
1900447	Mussel Primary-Holy Cross School Area Sidewalk Improvements	Bike/Pedestrian Facilities	STBG	CN	\$1,300,000	\$325,000	\$1,625,000	\$1,815,000	2024
2100022	Bendix Dr from Voorde Dr to Lathrop St	Road Reconstruction	STBG	RW	\$96,000	\$24,000	\$120,000	\$12,034,610	2025
2100022	Bendix Dr from Voorde Dr to Lathrop St	Road Reconstruction	STBG	CN	\$4,704,000	\$6,433,500	\$11,137,500	\$12,034,610	2027
2100025	Sidewalk Replacement in the Our Lady of Hungary Neighborhood	Bike/Pedestrian Facilities	TAP	CN	\$736,000	\$184,000	\$920,000	\$1,040,000	2025
2201235	Coal Line Trail (Phase III) from Lincolnway West to Linden Ave	Bike/Pedestrian Facilities	CMAQ	PE	\$248,160	\$62,040	\$310,200	\$2,688,400	2024
2201235	Coal Line Trail (Phase III) from Lincolnway West to Linden Ave	Bike/Pedestrian Facilities	CMAQ	CN	\$1,902,560	\$475,640	\$2,378,200	\$2,688,400	2026

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2201237	Safe Routes to School (SRTS) - Kennedy Academy	Bike/Pedestrian Facilities	TAP	PE	\$240,000	\$60,000	\$300,000	\$2,175,000	2024
2201237	Safe Routes to School (SRTS) - Kennedy Academy	Bike/Pedestrian Facilities	TAP	CN	\$1,500,000	\$375,000	\$1,875,000	\$2,175,000	2026
St. Joseph County									
1593056	Countywide Bridge Inspection and Inventory Program for Cycle Years 2020 - 2023 in St. Joseph County	Bridge Inspections	Bridge	PE	\$133,232		\$133,232	\$341,375	2024
1702832	Pierce Road from US 31 to Miami Hwy	Road Reconstruction, (3R/4R Standards)	ST STBG	CN	\$4,860,800	\$33,308	\$4,894,108	\$7,598,731	2025
1900448	Cleveland at Beech Roundabout	Intersection Improvement	CMAQ	CN	\$1,738,000	\$434,500	\$2,172,500	\$3,005,060	2024
1902817	Mayflower Rd Bridge over NS Railroad	Bridge Rehabilitation or Repair	ST Bridge	CN	\$500,000	\$403,000	\$903,000	\$5,955,700	2024
1902817	Mayflower Rd Bridge over NS Railroad	Bridge Rehabilitation or Repair	STBG	CN	\$3,572,000	\$893,000	\$4,465,000	\$5,955,700	2024
2100024	Douglas Rd at Bittersweet Rd	Intersection Improvement	CMAQ	RW	\$320,000	\$80,000	\$400,000	\$3,730,000	2024 2025
2100024	Douglas Rd at Bittersweet Rd	Intersection Improvement	CMAQ	CN	\$2,352,000	\$588,000	\$2,940,000	\$3,730,000	2026
2101682	Bridge #29 approximately 0.30 Miles North of the Intersection of Walnut Road and Quinn Road	Bridge Replacement	ST Bridge	RW	\$10,851	\$2,712	\$13,563	\$1,463,120	2025

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Total Cost to Complete	Fiscal Year
2101682	Bridge #29 approximately 0.30 Miles North of the Intersection of Walnut Road and Quinn Road	Bridge Replacement	ST Bridge	CN	\$909,129	\$227,283	\$1,136,412	\$1,463,120	2027
2201236	Bridge #214 Carrying Auten Road over the St. Joseph River	Bridge Rehabilitation or Repair	STBG	CN	\$4,940,000	\$1,235,000	\$6,175,000	\$7,153,000	2027
MACOG (UPWP)									
2101626	Pictometry	UPWP	STBG		\$261,875	\$112,232	\$374,107	\$748,214	2024
2101626	Crash Data	UPWP	HSIP		\$90,000	\$10,000	\$100,000	\$100,000	2024

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1900011	SR 933 at St. Joseph River, 1.59 mi N of SR 23	Bridge Replacement, Concrete	ST STBG	CN	\$5,962,398	\$1,490,600	\$7,452,998	\$8,261,863	2024
1900063	SR 23 from 0.46 mi N of SR 4 (Potato Creek Bridge) to 0.94 mi N of US 20 (Olive St.)	HMA Overlay, Minor Structural	ST STBG	CN	\$4,051,830	\$1,012,958	\$5,064,788	\$5,784,363	2024
1900177	SR 2 from US 20 to US 20/31	HMA Overlay Structural	NHPP	CN	\$12,040,077	\$3,010,019	\$15,050,096	\$17,810,661	2024
2003096	SR 23, 3.5 Miles N of SR 331 (Adams Rd E Jct)	Intersection Improvement w/ New Signals	ST STBG	CN	\$926,391	\$231,598	\$1,157,989	\$1,427,989	2024 2026
2100558	SR 933, Elkhart Co Line (Ash Rd) to 1.47 Miles E of SR 331 (Bittersweet Rd)	HMA Overlay, Preventative Maintenance	NHPP	CN	\$1,764,340	\$441,085	\$2,205,425	\$2,205,425	2024-26
2100237	SR 933, 1.47 Miles E of SR 331 (Bittersweet Rd) to SR 332	HMA Overlay, Preventative Maintenance	NHPP	CN	\$941,119	\$235,280	\$1,176,399	\$1,431,399	2024-26
2200824	US 6 from SR 104 to E Jct of SR 23 (Georgia St)	HMA Overlay, Minor Structural	NHPP	RW	\$52,000	\$13,000	\$65,000	\$2,747,517	2024
2200824	US 6 from SR 104 to E Jct of SR 23 (Georgia St)	HMA Overlay, Minor Structural	NHPP	CN	\$1,826,400	\$456,600	\$2,283,000	\$2,747,517	2024 2025 2027
2201077	LaPorte District Safety Systemic - New or Slotted Left Turn	Other Type Project (Miscellaneous)	ST STBG	CN	\$1,592,000	\$398,000	\$1,990,000	\$2,340,000	2027
2300274	Electric charging infrastructure at various locations along Indiana interstates	Other Type Project (Miscellaneous)	NEVI	CN	\$50,917,608	\$12,729,402	\$63,647,010	\$63,647,010	2024-2026

INDOT Ft. Wayne District Grouped Projects

INDOT Ft. Wayne District: Summary of Grouped Projects				
Work Type	Phase	Federal	Match	Total
Bridge, Culvert and Small Structure Preservation	ALL	\$22,917,861	\$5,729,464	\$28,647,325
Signing, Marking, Striping and Rumble Strips	ALL	\$3,026,500	\$756,624	\$3,783,124
Traffic Signal System and Lighting Improvements	ALL	\$15,679,973	\$3,919,994	\$19,599,967
Median Guardrail/Cable Projects with no Change to Access	ALL	\$870,707	\$217,677	\$1,088,384
Rail Crossing Protection	ALL	\$-	\$-	\$-
Statewide and Non-Construction Activities	ALL	\$23,530,000	\$4,795,000	\$28,325,000

Grouped Projects

Federal Regulations permit projects that are not considered to be of appropriate scale for individual listing to be combined or grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's Transportation Conformity Regulations (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.

Grouped project categories utilized by MACOG are shown above. The lists were developed cooperatively with the MPO Council, INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
Bridge, Culvert and Small Structure Preservation								
2000038	US 20, 0.43 Miles W of SR 13 (Pumpkinvine Trail)	Small Structure Maintenance and Repair	NHPP	CN	\$175,722	\$43,930	\$219,652	2024
1800618	SR 13, Bridge over Elkhart River, 4.09 miles N of US 33	Bridge Thin Deck Overlay	NHPP	CN	\$215,224	\$53,806	\$269,030	2024
2000950	SR 15, Bridge over Elkhart River, 3.36 miles S of SR 119	Bridge Deck Overlay	NHPP	CN	\$953,973	\$238,493	\$1,192,466	2024
2000959	US 20, EB Bridge over Baugo Creek, 0.81 Miles W of SR 19	Bridge Deck Overlay	NHPP	CN	\$1,053,706	\$263,426	\$1,317,132	2024
2000960	US 20, WB Bridge over Baugo Creek, 0.81 miles W of SR 19	Bridge Deck Overlay	NHPP	CN	\$1,053,706	\$263,426	\$1,317,132	2024
1900270	US 20, Carries UNT of Elkhart River, 1.46 E US 33	Small Structure Pipe Lining	NHPP	CN	\$269,523	\$67,381	\$336,904	2024
2001822	SR 15 over NS RR, Rock Run Creek, 0.1 miles North of US 33	Bridge Deck Overlay	ST STBG	CN	\$2,964,261	\$741,065	\$3,705,326	2025
2002137	US 20, EB Bridge over CR 20, 2.82 E SR 19	Bridge Deck Overlay	ST STBG	CN	\$1,387,738	\$346,934	\$1,734,672	2025
2002138	US 20, WB Bridge over CR 20, 2.82 E SR 19	Bridge Deck Overlay	ST STBG	CN	\$1,387,738	\$346,934	\$1,734,672	2025
2200908	SR 15, Bridge over PINE CREEK, 1.95 miles S US 20	Bridge Painting	ST STBG	CN	\$86,054	\$21,513	\$107,567	2025
2002262	US 6, 0.14 miles West of SR 15, Large Culvert for Preston Miles Ditch	Small Structure Replacement	NHPP	RW	\$28,000	\$7,000	\$35,000	2024
2002262	US 6, 0.14 miles West of SR 15, Large Culvert for Preston Miles Ditch	Small Structure Replacement	NHPP	CN	\$801,614	\$200,404	\$1,002,018	2025
2002263	US 6, 1.3 miles East of SR 15, Large Culvert for Buzzard Hill Drain	Small Structure Replacement	NHPP	RW	\$12,000	\$3,000	\$15,000	2024

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2002263	US 6, 1.3 miles East of SR 15, Large Culvert for Buzzard Hill Drain	Small Structure Replacement	NHPP	CN	\$261,822	\$65,455	\$327,277	2025
2002356	US 6, 1.3 miles West of SR 15, at CR 19.INDOT Unit over Unt Turkey Creek	Small Structure Replacement	NHPP	RW	\$20,000	\$5,000	\$25,000	2024
2002356	US 6, 1.3 miles West of SR 15, at CR 19.INDOT Unit over Unt Turkey Creek	Small Structure Replacement	NHPP	CN	\$343,760	\$85,940	\$429,700	2025
1902713	On SR 14, 2.44 miles East of SR 9, plus 2 locations on US 30 and US 33 and 1 on SR 120	Small Structure & Drains Construction	ST STBG	CN	\$860,659	\$215,165	\$1,075,824	2024
2002011	US 30 over NS RR (MARION), 0.12 miles E of SR 15	Bridge Deck Overlay	NHPP	CN	\$814,094	\$203,523	\$1,017,617	2025
2002014	US 30 over NS RR (MARION), 0.12 miles E of SR 15	Bridge Deck Overlay	NHPP	CN	\$814,094	\$203,523	\$1,017,617	2025
2002239	SR 14, 2.47 miles East of SR 15, Large Culvert for Nelson Ditch	Small Structure Replacement	ST STBG	RW	\$32,000	\$8,000	\$40,000	2024
2002239	SR 14, 2.47 miles East of SR 15, Large Culvert for Nelson Ditch	Small Structure Replacement	ST STBG	CN	\$373,349	\$93,337	\$466,686	2025
2100706	SR 19 SB Bridge over I-90 EB/WB, 9.15 Miles North of US 20	Bridge Deck Overlay	ST STBG	CN	\$1,060,373	\$265,093	\$1,325,466	2026
2100705	SR 19 NB Bridge over I-90 EB/WB, 9.15 Miles North of US 20	Bridge Deck Overlay	ST STBG	CN	\$594,746	\$148,686	\$743,432	2026
2100794	SR 19 Culvert over Little Yellow Creek, 5.23 Miles North of SR 14	Small Structure Replacement	ST STBG	RW	\$32,000	\$8,000	\$40,000	2025
2100794	SR 19 Culvert over Little Yellow Creek, 5.23 Miles North of SR 14	Small Structure Replacement	ST STBG	CN	\$479,520	\$119,880	\$599,400	2025 2026
2200851	SR 14 Bridge over SILVER CREEK, 0.71 miles W SR 15	Bridge Painting	ST STBG	CN	\$79,744	\$19,936	\$99,680	2024
2200897	SR 14 Carries CRAZY CREEK OVERFLOW, 1.36 miles E SR 13	Substructure Repair and Rehabilitation	ST STBG	CN	\$73,911	\$18,478	\$92,389	2024

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2200856	SR 19, Bridge over WISLER DITCH, 0.79 miles S SR 119	Debris Removal from Channel	ST STBG	CN	\$33,575	\$8,394	\$41,969	2024
2200899	SR 19, Carries SECHRIST DITCH, 5.05 miles N US 30	Scour Protection (Erosion)	ST STBG	CN	\$43,144	\$10,786	\$53,930	2024
2100648	US 33 Bridge over Elkhart River, 4.44 Miles North of SR 13	Bridge Thin Deck Overlay	NHPP	CN	\$194,480	\$48,620	\$243,100	2026
2100681	CR 29 Bridge over US 6, 1.0 Miles West of SR 13 (W Jct)	Bridge Thin Deck Overlay	NHPP	CN	\$142,526	\$35,632	\$178,158	2026
2100735	US 6 Bridge over Solomon Creek, 0.78 Miles West of US 33	Bridge Deck Overlay	NHPP	CN	\$541,200	\$135,300	\$676,500	2026
2200558	SR 15, Bridge over Whitehead Ditch, 2.80 miles N US 6	Bridge Replacement	ST STBG	PE	\$280,000	\$70,000	\$350,000	2024
2200558	SR 15, Bridge over Whitehead Ditch, 2.80 miles N US 6	Bridge Replacement	ST STBG	RW	\$80,960	\$20,240	\$101,200	2025
2200558	SR 15, Bridge over Whitehead Ditch, 2.80 miles N US 6	Bridge Replacement	ST STBG	CN	\$1,428,588	\$357,147	\$1,785,735	2025 2027
2200557	SR 15, Bridge over CSX RR, 1.45 miles S US 6	Bridge Deck Overlay	ST STBG	PE	\$167,200	\$41,800	\$209,000	2024
2200557	SR 15, Bridge over CSX RR, 1.45 miles S US 6	Bridge Deck Overlay	ST STBG	CN	\$1,110,578	\$277,644	\$1,388,222	2025 2027
2200550	US 6, Bridge over Berlin Court Ditch, 1.73 miles E SR 19	Bridge Thin Deck Overlay	NHPP	CN	\$2,846,282	\$711,570	\$3,557,852	2025 2027
2200556	SR 15, Bridge over Tippecanoe River, 1.61 miles N US 30	Bridge Thin Deck Overlay	NHPP	CN	\$152,333	\$38,083	\$190,416	2025 2027
2200589	US 30 EB Bridge over SR 15, 9.12 miles W SR 13	Bridge Deck Overlay	NHPP	PE	\$164,800	\$41,200	\$206,000	2024
2200589	US 30 EB Bridge over SR 15, 9.12 miles W SR 13	Bridge Deck Overlay	NHPP	CN	\$1,030,266	\$257,567	\$1,287,833	2025 2027
2200590	US 30 WB Bridge over SR 15, 9.12 miles W SR 13	Bridge Deck Overlay	NHPP	PE	\$164,000	\$41,000	\$205,000	2024

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2200590	US 30 WB Bridge over SR 15,9.12 miles W SR 13	Bridge Deck Overlay	NHPP	CN	\$1,020,591	\$255,148	\$1,275,739	2025 2027
Signing, Marking, Striping and Rumble Strips								
1902016	Various RPM Locations within the Fort Wayne District	Raised Pavement Markings, Refurbished	ST STBG	CN	\$270,160	\$67,540	\$337,700	2024
2001734	Various RPM Locations within the Fort Wayne District	Raised Pavement Markings, Refurbished	ST STBG	CN	\$268,462	\$67,116	\$335,578	2025
2100163	Various RPM Locations within the Fort Wayne District	Raised Pavement Markings, Refurbished	ST STBG	CN	\$558,300	\$139,575	\$697,875	2026
2201087	Various RPM Locations within the Fort Wayne District	Raised Pavement Markings, Refurbished	ST STBG	CN	\$542,006	\$135,501	\$677,507	2027
2100183	Grooved Markings, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$224,246	\$56,061	\$280,307	2026
	Various Locations within the Fort Wayne District	Signing Installation/Repair	ST STBG	PE	\$233,006	\$58,251	\$291,257	2024
2200002	Various Locations within the Fort Wayne District	Signing Installation/Repair	ST STBG	CN	\$930,320	\$232,580	\$1,162,900	2027
Traffic Signal System and Lighting Improvements								
1801227	Statewide Cell Service for Communications for Signals and ITS Devices for FY 24	ITS Operations and Maintenance Contracts	Various	PE	\$1,000,000	\$250,000	\$1,250,000	2024
2101120	Statewide Cell Service for Communications for Signals and ITS Devices for FY 25	ITS Operations and Maintenance Contracts	Various	PE	\$1,000,000	\$250,000	\$1,250,000	2025
2201179	Statewide Cell Service for Communications for Signals and ITS Devices for FY 26	ITS Operations and Maintenance Contracts	Various	PE	\$1,000,000	\$250,000	\$1,250,000	2026
1801233	Statewide ITS Field Devices Cell Hardware (Modem) Upgrades for FY 24	ITS Program Equipment	Various	CN	\$280,000	\$70,000	\$350,000	2024
2101121	Statewide ITS Field Devices Cell Hardware (Modem) Upgrades for FY 25	ITS Program Equipment	Various	CN	\$280,000	\$70,000	\$350,000	2025

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Grouped Projects								
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2201180	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	ITS Program Equipment	Various	CN	\$280,000	\$70,000	\$350,000	2026
1801357	Fort Wayne District ITS & Signal Maintenance Contract	ITS Device Maintenance Contracts	Various	CN	\$169,267	\$42,317	\$211,584	2024
2201137	Fort Wayne District ITS & Signal Maintenance Contract	ITS Devices Maintenance Contracts	Various	CN	\$167,446	\$41,862	\$209,308	2025
1902015	Various Locations within the Fort Wayne District	Traffic Signals Modernization	Safety	CN	\$1,505,246	\$376,311	\$1,881,557	2024
2001733	Various Locations within the Fort Wayne District	Traffic Signals Modernization	Safety	CN	\$1,487,190	\$371,798	\$1,858,988	2025
2100160	Various Signal Locations within the Fort Wayne District	Traffic Signals Modernization	ST STBG	CN	\$1,477,600	\$369,400	\$1,847,000	2026
2100180	Various Stop Control Visibility at Various Locations within Fort Wayne District	Safety Revisions	ST STBG	CN	\$448,490	\$112,123	\$560,613	2026
2100182	Speed Control (Including School Flashers), Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$224,246	\$56,061	\$280,307	2026
2201088	Various Locations within the Fort Wayne District	Tower Lighting	ST STBG	PE	\$41,337	\$10,335	\$51,672	2024
2201088	Various Locations within the Fort Wayne District	Tower Lighting	ST STBG	CN	\$184,000	\$46,000	\$230,000	2027
2201089	Various Signal Locations within the Fort Wayne District	Traffic Signals Modernization	ST STBG	PE	\$872,038	\$218,010	\$1,090,048	2024
2201089	Various Signal Locations within the Fort Wayne District	Traffic Signals Modernization	ST STBG	CN	\$3,875,726	\$968,931	\$4,844,657	2027
2201086	Various Locations within the Fort Wayne District - Slotted Lefts	Other Intersection Improvement	ST STBG	CN	\$897,386	\$224,347	\$1,121,733	2027
2201084	"District Traffic Project Unsignalized Intersection - Flasher Conversions"	Safety Revisions	ST STBG	PE	\$90,000	\$22,500	\$112,500	2024

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2201084	"District Traffic Project Unsignalized Intersection - Flasher Conversions"	Safety Revisions	ST STBG	CN	\$400,000	\$100,000	\$500,000	2027
Median Guardrail, Cable Projects with no change to access								
1902012	Various Locations Throughout the Fort Wayne District	Guardrail Attenuators, New or Modernized	ST STBG	CN	\$870,707	\$217,677	\$1,088,384	2024
Statewide and Non-Construction Activities								
1801117	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 24	ITS Program Contracted Services	Various	PE	\$400,000	\$100,000	\$500,000	2024
2002556	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 25	ITS Program Contracted Services	Various	PE	\$400,000	\$100,000	\$500,000	2025
2002955	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 26	ITS Program Contracted Services	Various	PE	\$400,000	\$100,000	\$500,000	2026
1801118	Statewide INRIX Traffic Data for FY 24	ITS Program Contracted Services	NHPP	PE	\$450,000	\$50,000	\$500,000	2024
2002557	Statewide INRIX Traffic Data for FY 25	ITS Program Contracted Services	NHPP	PE	\$450,000	\$50,000	\$500,000	2025
2002956	Statewide INRIX Traffic Data for FY 26	ITS Program Contracted Services	NHPP	PE	\$450,000	\$50,000	\$500,000	2026
2100625	Placeholder for FY 26 BCPMA Program	Other Type Project (Miscellaneous)	Various	CN	\$14,400,000	\$3,600,000	\$18,000,000	2026
1801113	Software License for Statewide ATMs for FY 24	ITS Program Contracted Services	NHPP	PE	\$720,000	\$80,000	\$800,000	2024
2002554	Software License for Statewide ATMS for FY 25	ITS Program Contracted Services	NHPP	PE	\$720,000	\$80,000	\$800,000	2025
2002952	Software License for Statewide ATMS for FY 26	ITS Program Contracted Services	NHPP	PE	\$720,000	\$80,000	\$800,000	2026

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1801115	Statewide TMC Dispatcher Operations Contract for FY 24	ITS Program Contracted Services	NHPP	PE	\$1,620,000	\$180,000	\$1,800,000	2024
2002555	Statewide TMC Dispatcher Operations Contract for FY 25	ITS Program Contracted Services	NHPP	PE	\$1,350,000	\$150,000	\$1,500,000	2025
2002953	Statewide TMC Dispatcher Operations Contract for FY 26	ITS Program Contracted Services	NHPP	PE	\$1,350,000	\$150,000	\$1,500,000	2026
2201205	Small Purchase Contract for NEPA support (manuals, training, and document review)	Other Type Project (Miscellaneous)	Various	PE	\$100,000	\$25,000	\$125,000	2024

INDOT LaPorte District Grouped Projects

INDOT LaPorte District: Summary of Grouped Projects				
Work Type	Phase	Federal	Match	Total
Bridge, Culvert and Small Structure Preservation	ALL	\$25,363,277	\$6,340,818	\$31,704,095
Signing, Marking, Striping and Rumble Strips	ALL	\$1,224,840	\$306,210	\$1,531,050
Traffic Signal System and Lighting Improvements	ALL	\$4,081,267	\$1,020,317	\$5,101,584
Median Guardrail/Cable Projects with no Change to Access	ALL	\$-	\$-	\$-
Rail Crossing Protection	ALL	\$-	\$-	\$-
Statewide and Non-Construction Activities	ALL	\$23,530,000	\$4,795,000	\$28,325,000

Grouped Projects

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TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
Bridge, Culvert and Small Structure Preservation								
1703033	SR 10, .04 mi W JCT of SR 117	Small Structure Replacement	ST STBG	CN	\$202,134	\$50,533	\$252,667	2024
2000663	SR 10 over Myers Ditch, 1.09 W US 31	Bridge Thin Deck Overlay	ST STBG	CN	\$162,486	\$40,622	\$203,108	2024
2000670	SR 10 over Wolf Creek, 2.42 Mi W of US 31	Bridge Thin Deck Overlay	ST STBG	CN	\$162,486	\$40,622	\$203,108	2024
2000775	US 31, 1.00 mi S Jct. SR 10	Small Structure Pipe Lining	NHPP	CN	\$578,078	\$144,519	\$722,597	2024
2000810	SR 331 over Armeay Ditch, 0.09 mi S of SR 106	Bridge Deck Overlay	ST STBG	CN	\$374,726	\$93,681	\$468,407	2024
2002301	US 30 over UNT Lemer-Berger Ditch, 0.47 W SR 331	Small Structure Pipe Lining	NHPP	CN	\$192,184	\$48,046	\$240,230	2024 2025
2000443	US 31 SB, over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHPP	CN	\$304,580	\$76,145	\$380,725	2024
2000445	US 31 NB over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHPP	CN	\$304,580	\$76,145	\$380,725	2024
2000654	US 31 over US 31 at Miller Rd Nb/SB, 2.80 mi N of SR 4	Bridge Thin Deck Overlay	NHPP	CN	\$278,026	\$69,507	\$347,533	2024
2000659	US 31 over US 31 at Lake Trail NB/SB, 4.43 mi N of US 6	Bridge Thin Deck Overlay	NHPP	CN	\$281,553	\$70,388	\$351,941	2024
2000682	US 31 over US 31 at New Rd NB/SB, 2.15 mi N of SR 4	Bridge Thin Deck Overlay	NHPP	CN	\$278,026	\$69,507	\$347,533	2024
2000686	US 31 SB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHPP	CN	\$304,474	\$76,119	\$380,593	2024
2000688	US 31 NB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHPP	CN	\$304,474	\$76,119	\$380,593	2024
2000690	US 31 NB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHPP	CN	\$304,474	\$76,119	\$380,593	2024
2000756	US 31 SB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHPP	CN	\$304,457	\$76,114	\$380,571	2024

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2000798	US 31 at Adams Rd over US 31 NB/SB, 1.48 mi N I-80/90	Bridge Deck Overlay	NHPP	CN	\$336,179	\$84,045	\$420,224	2024
2002007	US 20 over York Road, 1.38 mi E of US 31	Bridge Deck Overlay	NHPP	CN	\$4,948,000	\$1,237,000	\$6,185,000	2024 2025
2002289	SR 4, 1.2 mi W of SR 931, 2.32 mi W US 31	Small Structure Replacement	ST STBG	CN	\$524,565	\$131,141	\$655,706	2025
2002290	SR 23 over ditch, 1.05 mi N of US 31/20 Jct.	Small Structure Pipe Lining	ST STBG	CN	\$236,324	\$59,081	\$295,405	2025
1900017	SR 2, 6.5 mi W of JCT of US 31	Small Structure Replacement	NHPP	CN	\$698,748	\$174,687	\$873,435	2024
2100761	US 20 ramp 84C over UNT Laing Ditch, 0.12 mi E W Jct SR 331	Small Structure Replacement	NHPP	CN	\$1,140,208	\$285,052	\$1,425,260	2024-26
2100832	US 20 Ramp 84A over UNT St Joseph River, 00.11 W SR 331	Small Structure Pipe Lining	NHPP	CN	\$187,600	\$46,900	\$234,500	2024 2026
2101092	US 20 Ramp 84D over UNT St Joseph River, 00.11 W SR 331	Small Structure Pipe Lining	NHPP	CN	\$298,121	\$74,530	\$372,651	2024 2026
2100696	US 30 EB@.-WESTERN AVENUE	Bridge Deck Overlay	NHPP	CN	\$836,080	\$209,020	\$1,045,100	2024-26
2100697	US 30 EB@.-WESTERN AVENUE	Bridge Deck Overlay	NHPP	CN	\$836,080	\$209,020	\$1,045,100	2024-26
2002136	US 20 over Miami Highway, 0.87 E US 31	Bridge Deck Overlay	NHPP	CN	\$1,660,870	\$415,217	\$2,076,087	2024 2025
2002345	Cleveland/Brick Rd over US 31 SB/NB, 0.44 N I-90	Bridge Deck Overlay	NHPP	CN	\$1,626,181	\$406,545	\$2,032,726	2024 2025
2001157 2001156	SR 110 over Tippecanoe River SR 110 over Eddy Creek	Bridge Deck Overlay	ST STBG	RW	\$120,400	\$30,100	\$150,500	2024

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2001157 2001156	SR 110 over Tippecanoe River SR 110 over Eddy Creek	Bridge Deck Overlay	ST STBG	CN	\$1,222,523	\$305,631	\$1,528,154	2024
2200948	US 30 EB over Baker Ditch, 00.28 miles E of SR 17	Bridge Thin Deck Overlay	NHPP	CN	\$248,382	\$62,096	\$310,478	2024 2027
2200949	US 30 EB over Baker Ditch, 00.28 miles E of SR 17	Bridge Thin Deck Overlay	NHPP	CN	\$252,382	\$63,096	\$315,478	2024 2027
2200736	US 20 EB/WB under Dogwood Rd, 2.98 miles E of SR 331	Bridge Deck Overlay	NHPP	CN	\$953,036	\$238,259	\$1,191,295	2024 2025
2200508	US 30 over UNT to Blad Ditch, 5.46 miles E of SR 23	Small Structures & Drain Construction	NHPP	RW	\$40,000	\$10,000	\$50,000	2024
2200508	US 30 over UNT to Blad Ditch, 5.46 miles E of SR 23	Small Structures & Drain Construction	NHPP	CN	\$1,635,113	\$408,778	\$2,043,891	2024 2025
2200705	SR 331 over Armev Ditch, 00.45 N SR 106	Bridge Deck Overlay	NHPP	CN	\$771,378	\$192,845	\$964,223	2024 2025
2200509	SR 17 over Reichard Creek, 2.38 miles N of SR 14	Small Structures & Drain Construction	NHPP	RW	\$20,000	\$5,000	\$25,000	2024
2200509	SR 17 over Reichard Creek, 2.38 miles N of SR 14	Small Structures & Drain Construction	NHPP	CN	\$442,331	\$110,583	\$552,914	2024 2025
1902737	Small Structure Pipes US 31, SR 32, SR 13, SR 9	Small Structure & Drain Construction		CN	\$806,400	\$201,600	\$1,008,000	2024
2002296	SR 110 over UNT Shatterly Ditch, 2.04 miles E of US 31	Small Structure Replacement	NHPP	CN	\$194,967	\$48,742	\$243,709	2025
2000214	SR 4 over Place Ditch, 4.22 miles W of SR 23	Bridge Deck Overlay	NHPP	CN	\$540,377	\$135,094	\$675,471	2024
2200614	SR 117 over John Kline Ditch, 0.21 N Jct SR 110 (Includes Des 2200620)	Small Structure Replacement	ST STBG	CN	\$410,291	\$102,573	\$512,864	2027

INDOT LaPorte District: Grouped Projects

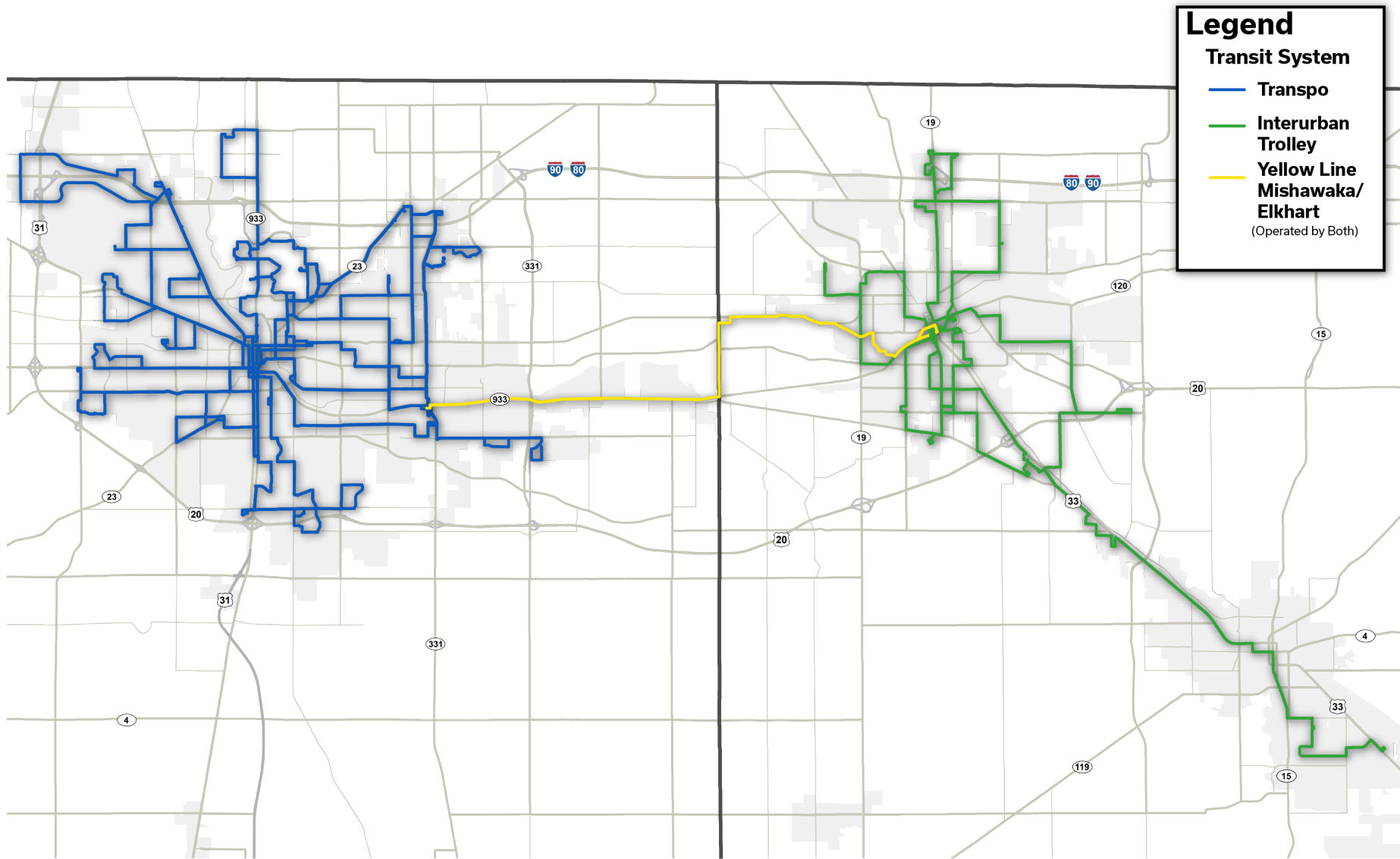
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
Signing, Marking, Striping and Rumble Strips								
2200004	Various locations in the LaPorte District	Signing Installation/Repair		CN	\$492,840	\$123,210	\$616,050	2027
2101061	Various RPM locations throughout the LaPorte District	Raised Pavement Markings, Refurbished	Safety	CN	\$732,000	\$183,000	\$915,000	2026
Traffic Signal System and Lighting Improvements								
1801227	Statewide Cell Service for Communications for Signals and ITS Devices for FY 24	ITS Operations and Maintenance Contracts	Various	PE	\$1,000,000	\$250,000	\$1,250,000	2024
2101120	Statewide Cell Service for Communications for Signals and ITS Devices for FY 25	ITS Operations and Maintenance Contracts	Various	PE	\$1,000,000	\$250,000	\$1,250,000	2025
2201179	Statewide Cell Service for Communications for Signals and ITS Devices for FY 26	ITS Operations and Maintenance Contracts	Various	PE	\$1,000,000	\$250,000	\$1,250,000	2026
1801233	Statewide ITS Field Devices Cell Hardware (Modem) Upgrades for FY 24	ITS Program Equipment	Various	CN	\$280,000	\$70,000	\$350,000	2024
2101121	Statewide ITS Field Devices Cell Hardware (Modem) Upgrades for FY 25	ITS Program Equipment	Various	CN	\$280,000	\$70,000	\$350,000	2025
2201180	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	ITS Program Equipment	Various	CN	\$280,000	\$70,000	\$350,000	2026
1900442	LaPorte District ITS & Signal Maintenance Contract	ITS Devices Maintenance Contracts	Various	CN	\$169,267	\$42,317	\$211,584	2024
2100032	SR 23 at the intersection of SR 933 (Main St)	Traffic Signal Modernization	ST STBG	CN	\$72,000	\$18,000	\$90,000	2024
Rail Crossing Protection								
Statewide and Non-Construction Activities								
1801117	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 24	ITS Program Contracted Services	Various	PE	\$400,000	\$100,000	\$500,000	2024

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2002556	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 25	ITS Program Contracted Services	Various	PE	\$400,000	\$100,000	\$500,000	2025
2002955	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 26	ITS Program Contracted Services	Various	PE	\$400,000	\$100,000	\$500,000	2026
1801118	Statewide INRIX Traffic Data for FY 24	ITS Program Contracted Services	NHPP	PE	\$450,000	\$50,000	\$500,000	2024
2002557	Statewide INRIX Traffic Data for FY 25	ITS Program Contracted Services	NHPP	PE	\$450,000	\$50,000	\$500,000	2025
2002956	Statewide INRIX Traffic Data for FY 26	ITS Program Contracted Services	NHPP	PE	\$450,000	\$50,000	\$500,000	2026
2100625	Placeholder for FY 26 BCPMA Program	Other Type Project (Miscellaneous)	Various	CN	\$14,400,000	\$3,600,000	\$18,000,000	2026
1801113	Software License for Statewide ATMs for FY 24	ITS Program Contracted Services	NHPP	PE	\$720,000	\$80,000	\$800,000	2024
2002554	Software License for Statewide ATMS for FY 25	ITS Program Contracted Services	NHPP	PE	\$720,000	\$80,000	\$800,000	2025
2002952	Software License for Statewide ATMS for FY 26	ITS Program Contracted Services	NHPP	PE	\$720,000	\$80,000	\$800,000	2026
1801115	Statewide TMC Dispatcher Operations Contract for FY 24	ITS Program Contracted Services	NHPP	PE	\$1,620,000	\$180,000	\$1,800,000	2024
2002555	Statewide TMC Dispatcher Operations Contract for FY 25	ITS Program Contracted Services	NHPP	PE	\$1,350,000	\$150,000	\$1,500,000	2025
2002953	Statewide TMC Dispatcher Operations Contract for FY 26	ITS Program Contracted Services	NHPP	PE	\$1,350,000	\$150,000	\$1,500,000	2026
2201205	Small Purchase Contract for NEPA support (manuals, training, and document review)	Other Type Project (Miscellaneous)	Various	PE	\$100,000	\$25,000	\$125,000	2024

Transit Program of Projects



TRANSPORTATION IMPROVEMENT PROGRAM

Transit Program of Projects

DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
Elkhart-Goshen Urbanized: Interurban Trolley							
MAC-24-003	Capital Cost of Third Party Contracting	Transit Operating	5307	\$1,280,000	\$320,000	\$1,600,000	2024
MAC-24-004	Operating Assistance	Transit Operating	5307	\$1,200,000	\$1,200,000	\$2,400,000	2024
MAC-24-005	Operating ADA Paratransit	Transit Operating	5307	\$270,000	\$67,500	\$337,500	2024
MAC-25-003	Capital Cost of Third Party Contracting	Transit Operating	5307	\$1,280,000	\$320,000	\$1,600,000	2025
MAC-25-004	Operating Assistance	Transit Operating	5307	\$1,200,000	\$1,200,000	\$2,400,000	2025
MAC-25-005	Operating ADA Paratransit	Transit Operating	5307	\$270,000	\$67,500	\$337,500	2025
South Bend Urbanized: Transpo							
MAC-24-006	Buy Replacement <35 FT Bus	Transit Vehicle Purchase	5339	\$76,500	\$13,500	\$90,000	2024
MAC-24-007	Rehab/Renovate Facilities	Transit Operating	5339	\$160,000	\$40,000	\$200,000	2024
MAC-24-008	Buy Associated Capital	Transit Operating	5307	\$200,000	\$50,000	\$250,000	2024
MAC-24-009	Preventative Maintenance	Transit Operating	5307	\$1,040,000	\$260,000	\$1,300,000	2024
MAC-24-010	Operating Assistance - Paratransit	Transit Operating	5307	\$508,000	\$127,000	\$635,000	2024
MAC-24-011	Operating Assistance - Fixed Route	Transit Operating	5307	\$750,000	\$750,000	\$1,500,000	2024

Transit Program of Projects

DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
MAC-24-012	Acquire - ADP Hardware	Transit Operating	5307	\$60,000	\$15,000	\$75,000	2024
MAC-24-013	Acquire - ADP Software	Transit Operating	5307	\$360,000	\$90,000	\$450,000	2024
MAC-24-014	Acquire - Support Vehicle	Transit Operating	5307	\$100,000	\$25,000	\$125,000	2024
MAC-24-015	Rehab/Renovate Facilities	Transit Operating	5307	\$200,000	\$50,000	\$250,000	2024
MAC-25-006	Buy Replacement <35 FT Bus	Transit Vehicle Purchase	5339	\$76,500	\$13,500	\$90,000	2025
MAC-25-007	Rehab/Renovate Facilities	Transit Operating	5339	\$160,000	\$40,000	\$200,000	2025
MAC-25-008	Buy Associated Capital	Transit Operating	5307	\$200,000	\$50,000	\$250,000	2025
MAC-25-009	Preventative Maintenance	Transit Operating	5307	\$1,040,000	\$260,000	\$1,300,000	2025
MAC-25-010	Operating Assistance - Paratransit	Transit Operating	5307	\$400,000	\$100,000	\$500,000	2025
MAC-25-011	Operating Assistance - Fixed Route	Transit Operating	5307	\$900,000	\$900,000	\$1,800,000	2025
MAC-25-012	Tire Lease	Transit Operating	5307	\$20,000	\$5,000	\$25,000	2025
MAC-25-013	Acquire - ADP Software	Transit Operating	5307	\$360,000	\$90,000	\$450,000	2025
MAC-25-014	Acquire - Support Vehicle	Transit Operating	5307	\$100,000	\$25,000	\$125,000	2025
MAC-25-015	Rehab/Renovate Facilities	Transit Operating	5307	\$200,000	\$50,000	\$250,000	2025

TRANSPORTATION IMPROVEMENT PROGRAM

Transit Program of Projects

DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
NICTD							
2700690	NICTD - Relocation of the South Bend Station	Transit Capital	5337	\$1,933,670	\$483,418	\$2,417,088	2024
MACOG							
MAC-24-016	Section 5310 Transit Administration & Purchase Vehicles <30 ft	Transit Admin/Vehicle Purchase	5310	\$402,506	\$100,626	\$503,132	2024
MAC-25-016	Section 5310 Transit Administration & Purchase Vehicles <30 ft	Transit Admin/Vehicle Purchase	5310	\$402,506	\$100,626	\$503,132	2025

Rural Transit Program of Projects

DES	Projects	Fund Type	Federal	Match	Total	Fiscal Year
1802859 MAC-24-001	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2024
1802859 MAC-24-002	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2024
MAC-25-001	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2025
MAC-25-002	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2025



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COMMENTS RECEIVED

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89 | **Stakeholder Comments**





APPENDIX A





Stakeholder Comment

Date	Submitted By	Comment	MACOG Response
April 26, 2023	Stephanie Belch, INDOT, Email	1. MACOG provides "estimated cost to complete" in their project tables. Once MACOG receives policy board approval of this TIP, INDOT recommends providing the total cost of the project rather than cost to complete the project.	1. MACOG's TIP does reference the total estimated cost of the project. That column's description was updated to "Total Cost to Complete" for clarity.
April 26, 2023	Erica Tait, FHWA, email sent via Stephanie Belch	<p>1. The project descriptions should be updated to include sufficient information to make conformity determinations and to justify project cost estimates. For example, Des #2001725 added travel lanes project-how many lanes does the road currently have? How many lanes are being added? What is the length of the project (i.e. how many miles)?</p> <p>2. Does the "estimated cost to complete" include the full cost of the project from PE to CN, including costs that were programmed prior to this TIP and costs that will be programmed beyond this TIP?</p> <p>3. There are some fiscal years for which the amount of funds programmed is less than the amount of funds projected to be available. Fiscal constraint must be demonstrated by year, and projects in the first two years of the TIP are limited to those for which funds are available or committed.</p> <p>4. How were the project cost estimates derived? Is there a section in the TIP that discusses cost estimation and inflation rates?</p>	<p>1. Appendix C includes project information such as length and type of work to inform and make conformity determinations</p> <p>2. "Estimated Cost to Complete" includes the full project cost, and the text was updated to "Total Cost to Complete" for clarity.</p> <p>3. We agree. Fiscal constraint can be demonstrated when the federal funds programmed is less than or close to the project funds available. Differences between funds available and the programmed amounts is anticipated to be recovered with federal fund surplus, actual project costs or savings, and/or expedited project timelines that can move phases into different fiscal years.</p> <p>4. MACOG meets with LPAs and Consultants on a quarterly basis to discuss individual projects and their development. Costs are updated for those discussions and reflect current bid prices and inflation rates.</p>
May 1, 2023	Marjorie Hennessy, Health by Design, email	<p>I am writing in response to the recent comment period for MACOG's draft Transportation Improvement plan. As you know, Health by Design, works at the intersection of the built environment and public health. We have provided input and comments on plans and policy documents with INDOT and locally to the Indy MPO for the past 13+ years.</p> <p>Going forward, it is our intent to participate and engage in the process with the other MPOs and RPOs around the state. Our experience with INDOT and the Indy MPO has helped us to better understand and navigate the public participation process and funding streams, which allows us to support partners around the state with their own engagement activities.</p> <p>(Cont)</p>	<p>1. General: Thank you for the suggestions and recommendations for making the Transportation Improvement Program document easier to understand. We will look to implement some of those suggestions in future iterations of our TIP to enhance the document. In general, the relationship between the MPO and INDOT and the transportation planning process is outlined in the INDOT, MPO, and RPO Planning Roles, Responsibilities (PRR) and Planning Procedure Manual (PPM) which was updated in 2021. Furthermore the Memorandum of Agreement by and between MACOG, INDOT, SBPTC (Transpo), and Interurban Trolley lists the roles and responsibilities in each agency involved in the transportation planning process as required by federal regulations.</p>

TRANSPORTATION IMPROVEMENT PROGRAM

Stakeholder Comment

Date	Submitted By	Comment	MACOG Response
May 1, 2023	Marjorie Hennessy, Health by Design, email (Cont)	<p>To help us better understand the process from your perspective, do you have any resources that detail the relationships between MPOs and INDOT, and or the funding streams and relationships between major plans such as the TIP/STIP and HSIP? We reviewed the TIP document, and it can sometimes be difficult to understand, particularly for folks that do not work in this transportation and planning space. While we realize it is meant to be a technical document, there are some concepts that are difficult to understand. Below are a few comments, questions, or points that we would like to focus on as an organization. We'd like to understand these issues and use that to create internal guidelines for determining when it is appropriate for us to provide comments and provide ongoing support to partners.</p> <ul style="list-style-type: none"> •General: When referencing other pertinent documents or legislation (i.e., TAMP, SHSP, or the BIL) providing links to those documents would be helpful. Again, with the technical aspect of a document like the TIP, this may or may not be appropriate. •A diagram of how INDOT and MACOG or other MPOs interact and inform one another, how various documents are related would be helpful, particularly for public review, meaningful input, and general understanding. Is this something that exists? If not, is it something we could work to develop? •Questions:The Safety Performance Measures do not seem to address the overrepresentation of vulnerable road user/non-motorized fatalities and serious injuries. The proposed target for 2023 is also higher than the number documented in the baseline year 2019 and represents 44.6% of total fatalities. We'd like to better understand how that metric is set and how it is guided by USDOT policies and accessing the funding tied to STIPs, TIPs, and HSIPs. •How the 12 were referenced safety projects selected? How were they prioritized and were they linked to high crash areas? <p>Thank you again for the opportunity to share these questions and comments. We would like to be more engaged and ensure that we have a firm understanding of the process and intent along the way. Should you have any questions or if we may provide further clarification please do not hesitate to reach out.</p>	<p>The TIP and STIP serve as the implementation of various transportation planning documents including the Regional and State Long Range Transportation Plans, and additional supporting transportation plans such as the Strategic Highway Safety Plan. All plans developed by the MPO and State include continuing, comprehensive, and cooperative coordination between respective agencies, as well as with stakeholders and the public. We will work on ways to better depict this process.</p> <p>2. Questions about Safety Performance Measures and Project Selection:</p> <p>The 2023 safety targets were established utilizing the 5-year rolling average and projections. Projects initiated by INDOT are prioritized and selected through each state's statewide transportation planning process. Projects funded through the Highway Safety Improvement Program (HSIP) are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP.</p> <p>This year, MACOG is starting the planning process for a Regional Safety Action Plan. This plan will help better inform project selection decisions in the future.</p> <p>It is also important to note that many of the projects included in the Transportation Improvement Program address multiple performance measures. Many projects, while identified as support for other performance measure categories such as pavement condition, system performance, and congestion, also address safety. Safety measures are also supported in various policies such as our Regional Complete Street Policy, which ensures our transportation network is built with all users in mind.</p>



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TIP UPDATES

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APPENDIX B





RESOLUTION NO 19-23
A RESOLUTION OF THE MICHIANA AREA COUNCIL OF GOVERNMENTS
ENDORING THE SOUTH BEND AND ELKHART/GOSHEN
TRANSPORTATION MANAGEMENT AREA FISCAL YEAR 2024 – 2028
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) designates joint Federal Highway Administration/Federal Transit Administration rules and regulations, under Section 134, Title 23 of the US Code, the act requires the preparation of a Transportation Improvement Program (TIP) by the designated Metropolitan Planning Organization(s) as a part of the transportation planning process in urbanized areas of 50,000 or more population; and

WHEREAS, the Michiana Area Council of Governments (MACOG), being the duly designated Metropolitan Planning Organization for the South Bend and Elkhart/Goshen Urbanized Area, in cooperation with local governmental entities and implementing agencies within the urbanized area, has prepared a Fiscal Year (FY) 2024-2028 TIP which consists of improvements recommended in the MACOG Michiana on the Move: 2045 Transportation Plan (TP), and has also prepared a Congestion Management System (CMS) document which lists all CMS strategies in the South Bend and Elkhart/Goshen Urbanized Area; and

WHEREAS, MACOG has deemed respective improvements programmed in the FY 2024-2028 TIP to be consistent with and in promotion of implementation of the South Bend and Elkhart/Goshen Transportation Management Area 2045 Transportation Plan and for the State Implementation Plan for air quality,

BE IT THEREFORE RESOLVED, that the South Bend and Elkhart/Goshen Transportation Management Area FY 2024-2028 TIP is hereby endorsed.

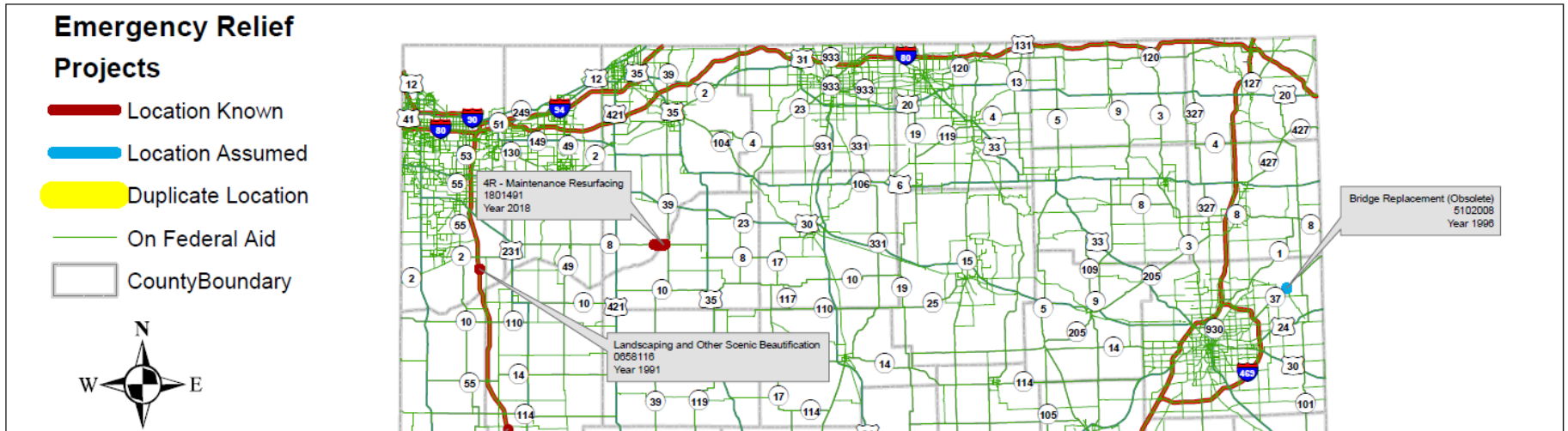
IN WITNESS WHEREOF, this Resolution has been adopted on this 10th day of May, 2023.

Michiana Area Council of Governments



Mark Senter, Policy Board Chair

Emergency Relief Projects Map





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TRANSPORTATION PLAN SUPPORT

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Plan & FY 24-28 TIP**





APPENDIX C





Project included in the Michiana on the Move: 2045 Transportation Plan and FY 24-28 TIP

Sponsor	Project Route	Beginning Termini	Ending Termini	Type of Work	Length (Miles)	TIP Des.	Non Exempt
Elkhart	Bristol St (CR 10)	Jeanwood Dr	CR 15	Added Travel Lanes (Two way Left Turn (TWLT))	1.10	1801611	
Elkhart	Hively Ave	Norfolk Southern Railroad (#510012C)		Grade Separation	1.17	1801933	
Elkhart Co.	Sunnyside Ave	US 33/Norfolk Southern Railroad (#533510B)	CR 13	Grade Separation	0.35	1801913	
Elkhart Co.	CR 17	CR 142	CR 38	New Road Construction	1.72	2100028	X
Goshen	College Ave	US 33	Century Dr	Auxiliary Lanes (TWLT)	0.87	1900739	
Mishawaka	McKinley	Elder Rd	Division St	Added Travel Lanes (2 to 5 lanes)	1.74	2001725	X
Mishawaka	Twelfth St	Campbell St	Dodge St	Added Travel Lanes (TWLT)	0.86	1801241	
St. Joseph Co.	Cleveland Rd	Beech Rd		Intersection Improvement		1900448	
St. Joseph Co.	Douglas Rd	Bittersweet Rd		Intersection Improvement		2100024	
INDOT	US 20	CR 35	SR 13	Added Travel Lanes (3 to 5 lanes)	2.13	1900095	X
INDOT	SR 15	CR 18		Intersection Improvement		1800039	
INDOT	US 31	SR 10		New Interchange Construction		1802051	
Project being amended into the Michiana on the Move: 2045 Transportation Plan							
INDOT	US 33	CR 40	Monroe St	Added Travel Lanes (3 to 5 lanes)	4.1	2000027	X

Projects or phases included in the TIP should be consistent with the approved Metropolitan Transportation Plan. This list includes projects listed in the Michiana on the Move: 2045 Transportation Plan and the FY 2024-2028. Projects that are regional significant or non-exempt for air quality conformity are identified. Please note, communities in Kosciusko County and Marshall County do not have transportation conformity requirements, therefore an exempt or non-exempt designation is not applicable.

FY 2024-2028

TRANSPORTATION IMPROVEMENT PROGRAM

MAY 2023

Michiana Area Council of Governments
227 W. Jefferson Blvd.
11th Floor County-City Building
South Bend, IN 46601