



Michiana Area Council of Governments



FY 2022 - 2026

TRANSPORTATION

IMPROVEMENT PROGRAM

APRIL 2021

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

RESOLUTION 22-21
A RESOLUTION OF THE MICHIANA AREA COUNCIL OF GOVERNMENTS ENDORSING
THE SOUTH BEND AND ELKHART / GOSHEN
TRANSPORTATION MANAGEMENT AREA FY 2022 - 2026 TRANSPORTATION
IMPROVEMENT PROGRAM

WHEREAS, the Fixing America's Surface Transportation (FAST) Act 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 FY 2022-2026 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 2022-2026 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 2022-2026 TIP is hereby endorsed.

RESOLVED THIS 14th Day of April 2021.

Michiana Area Council of Governments



Jeremy Stutsman, Policy Board Chair



U.S. Department
of Transportation

Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253	Federal Highway Administration Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576
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May 5, 2021

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

Dear Mr. Nunnally:

The Michiana Area Council of Governments (MACOG) has developed the FY 2022-2026 Transportation Improvement Program (TIP). 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 on the MACOG FY 2022-2026 TIP.

The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and recommend that we find the FY 2022-2026 Transportation Improvement Program (TIP) conforms to applicable air quality conformity requirements. Appropriate consultation and public involvement on the conformity analyses was completed.

Therefore, FHWA and FTA find the MACOG's FY2022-2026 TIP conforms to air quality conformity rule requirements. If you have any questions, please feel free to contact Erica Tait, FHWA, at 317-226-7481/erica.tait@dot.gov or Cecilia Godfrey, FTA, at 312-705-1268/cecilia.crenshaw@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2021.05.04
15:48:00 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

Jermaine Hannon
Division Administrator
FHWA Indiana Division

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

ACKNOWLEDGMENTS

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James Turnwald	Executive Director
Zach Dripps	Deputy Director
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Katie Dominguez	Graphic Design & Communications Manager
Debbie Gardner	Fiscal Accounting Manger
Molly Chenoweth	Fiscal & Administrative Coordinator
Caitlin Stevens	Principal Transportation Planner
Ryan DeLine	Short-Range Planner
Alaina Parrish	Active Transportation Planner
Matt Meersman	River Basin Program Manager
Leah Thill	Senior Environmental Planner
Donny Ritsema	Senior Community Development Planner
Brett Roberts	Community Development Planner
Greg Slater	Senior Traffic Data Planner
Tierra Harris	Transit Planner
Jeremiah Cox	Transit Planner
Johnnie Woggon	Transit Administrative Specialist

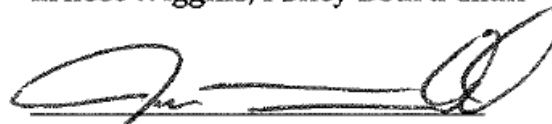
MPO PLANNING PROCESS CERTIFICATION

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


Ernest Wiggins, Policy Board Chair

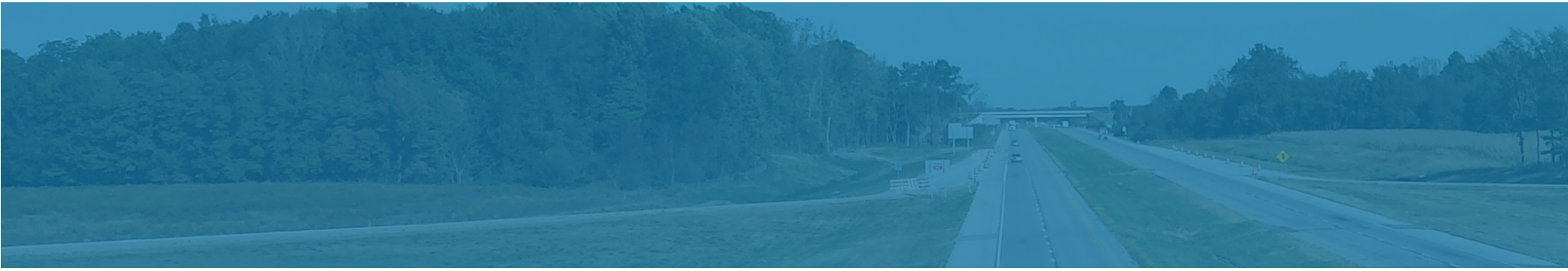

James Turnwald, Executive Director
Date: 03 / 11 / 2020

Indiana Department of Transportation


Roy Nunnally, INDOT
Division Director

Date: 3 / 16 / 2020

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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) 2026 with local, state and federal funding. Development of a TIP is a requirement as defined by the current highway bill, Fixing America's Surface Transportation Act (FAST Act).

As required by the FAST Act legislation, 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 2026. Both state and local federal aid projects are listed in the Fiscal Year 2022-2026 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

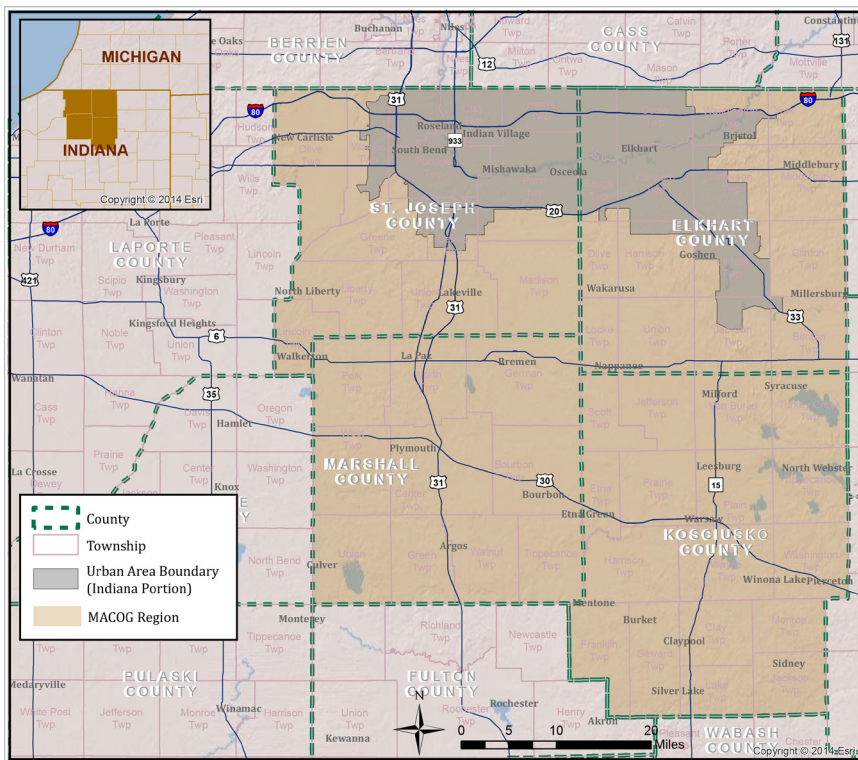
Policy Board is the body responsible for policy formulation, project guidance, and administrative coordination of all policy relating to the development of the transportation plan and its implementation within the Michiana region. Official action taken by the MACOG must be approved by the Policy Board.

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.”

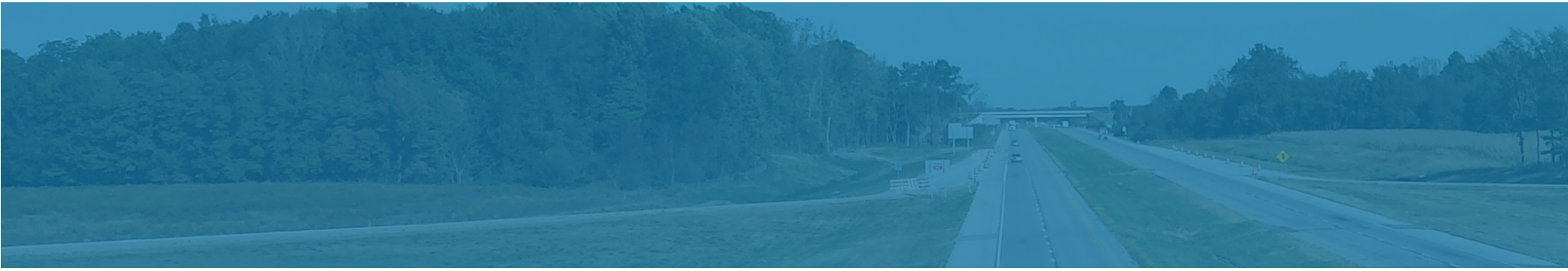
Transportation Improvement Programs for Transit – 49 U.S.C. § 5303

“(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 2022-2026 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.
 - b. The projects listed in the TIP are scheduled to be implemented from July 1, 2021 to June 30, 2026.
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. Due to COVID-19, open house options will be available virtually. 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 2022-2026 TIP process by announcing a Call for Project at TTAC and Policy Board meetings in October 2020. In November, 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 February 26, 2021 to March 29, 2021 to allow time for public review of the TIP. A Virtual Open House was held on March 9, 2021 from 3 PM to 5 PM, 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 were 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 were advertised in area newspapers through legal ads or press releases.

The FY 2022-2026 TIP and its corresponding conformity analysis

and public comments will be provided to the MACOG Policy Board on April 14, 2021 for their review and endorsement.

Summary of Public Comments Received

MACOG received one public comment, and several comments from other stakeholders including INDOT, FHWA, and FTA. A summary of those comments and how they were addressed is included in the 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 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 2022-2026 TIP that were added during the Call for Projects issued in 2019 and 2020 and during what stage the RFI was completed.

Red Flag Investigations (RFI)				
DES	Location	Work Type	RFI Completed During Project Development	RFI Completed During Call for Projects
Elkhart				
1801933	Hively Ave, east of Main St, crossing the Norfolk Southern Railroad	New Bridge Construction	X	
Elkhart County				
1801913	Sunnyside Ave/ Mall Dr at US 33 (Main St) over the Norfolk Southern Railroad	New Bridge Construction	X	
1900465	Bridge #312: on CR 142 over Turkey Creek	Bridge Replacement		X
Goshen				
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction		X
2100021	College Ave between 9th St and US 33	Auxiliary Lane		X
Kosciusko County				
1801935	Kosciusko County CR 1300 N Extension over the Norfolk Southern Railroad and Main St.	New Bridge Construction	X	
1802917	Bridge #161: on CR 200 S over Walnut Creek	Bridge Replacement		X
1902809	Bridge #30: on Beer Rd ober Turkey Creek	Bridge Rehabilitation		X

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Red Flag Investigations (RFI)				
DES	Location	Work Type	RFI Completed During Project Development	RFI Completed During Call for Projects
Culver				
2001807	Slate St. Jefferson St. and Cass St Trail	Bike/Pedestrian Facilities	X	
Marshall County				
1902809	Bridge #11: Union Rd over Pine Creek	Bridge Replacement		X
1902820	Bridge #232: Randolph Dr over Yellow Rd	Bridge Replacement		X
Mishawaka				
1900449	Mishawaka Riverwalk Cedar St Bridge	Bike/Pedestrian Facilities		X
South Bend				
2100022	Bendix Dr from Voorde Dr to Lathrop	Road Reconstruction		X
2100025	Sidewalk Replacements in the Our Lady of Hungary Neighborhood	Bike/Pedestrian Facilities		X
St. Joseph County				
1902817	Mayflower Rd Bridge over the Norfolk Southern Railroad	Bridge Rehabilitation or Repair		X
2100024	Douglas Rd at Bittersweet Roundabout	Intersection Improvement		X

Performance-Based Planning

The FAST Act continues MAP-21's 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. FAST Act outlines seven (7) national goals 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 - April 2018) 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 other ad-hoc meetings.

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 2021. 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.

2021 Safety targets are based upon the anticipated five-year rolling average from 2017 to 2021. 29 projects totaling \$ 75.8 million in federal funds have been programed in the FY 2022-2026 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.

Safety	Performance Measure	2019 Baseline	2020 Targets	2021 Targets
	Number of Fatalities	889.6	907.7	817.3
	Fatality Rate (per 100M VMT)	1.087	1.097	1.006
	Number of Serious Injuries	3,501.9	3,467.4	3,311.4
	Serious Injury Rate (per 100M VMT)	4.234	4.178	4.008
	Number of Non-Motorized Fatalities and Serious Injuries	393.6	405.9	393.6
TIP Support: 29 Projects for \$75.8 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 2018 to December 2021. INDOT submitted revised four-year targets which the Policy Board elected to support at the December 2020 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 2022-2026 has 35 pavement projects and 31 bridge projects programmed for a total of \$177.4 million and \$75.5 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	N/A	50%
	Percent of Interstate Pavements in Poor Condition	N/A	N/A	0.8%
	Percent of Non-Interstate NHS pavements in Good Condition	68.3%	78.71%	40%
	Percent of Non-Interstate NHS pavements in Poor Condition	5.3%	3.1%	3.1%
TIP Support: 35 projects for \$177.4 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%	48.32	47.2
	Percent of NHS bridges by deck area classified in Poor Condition	2.3%	2.63	3.1
TIP Support: 31 projects for \$75.5 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 2018 to December 2021. INDOT submitted revised four-year targets for Truck Travel Time Reliability on Interstates which the Policy Board elected to support at the December 2020 Policy Board meeting. The FY 2022-2026 has 8 projects that address system performance and 6 projects that contribute to congestion mitigation and air quality for a total of \$76.1 million and \$15.9 million respectively.

System Performance	Performance Measures	Baseline (2017)	2-year Target	4-year Target
	Reliable Person-Miles Traveled on Interstates	93.8%	90.5%	92.8%
	Reliable Person-Miles Traveled on non-Interstate NHS	N/A	-	89.8%
	Truck Travel Time Reliability on Interstates	1.23	1.27	1.3
TIP Support: 8 projects for \$76.1 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	1,600	2,600
	CMAQ carbon monoxide (CO)	13,939.45	200	400
	CMAQ oxides of nitrogen (NOx)	4,576.37	1,600	2,200
	CMAQ project reduction particulate mater less than 10 microns (PM10)	4.068	0.3	0.5
	CMAQ project reduction particulate matter less than 2.5 microns (PM2.5)	179.17	20	30
TIP Support: 6 projects for \$ 15.9 M 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 administer 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) completed before July 21, 2021. This Plan set 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. 2021 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.

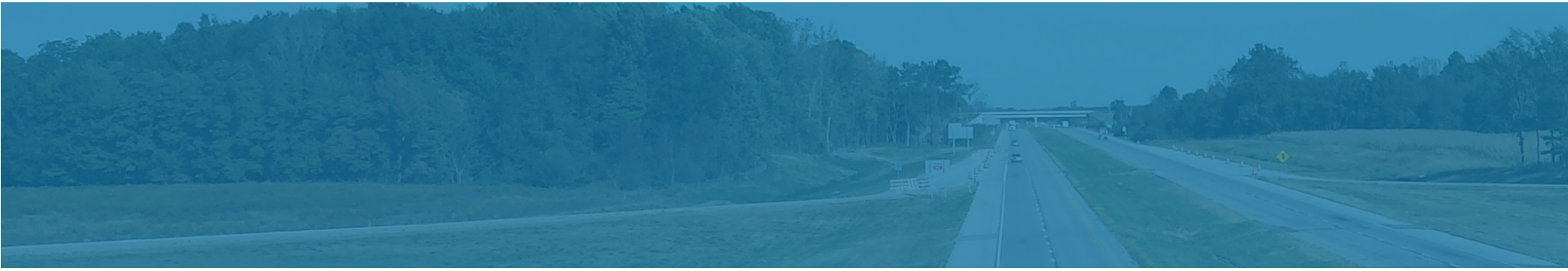
The TIP supports both TAM and PTASP targets by including \$4,920,00 in Capital Assistance for the Interurban Trolley and Transpo. These funds are used to maintain and replace vehicles, ensure infrastructure such as bus stops, signs, shelters, and transfer facilities are maintained. Further TIP support for these targets includes \$4,919,778 in Operating Assistance which allows both transit providers to ensure service that is reliable and safe.

Transit Asset Management Targets				
Asset Category	Asset Class	Transit Agency	2020 Measure	2021 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%
	Mini-Bus	Transpo	12.5%	40%
	Mini-Van	Interurban Trolley	40%	20%
Equipment Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Steel Wheel Vehicles	Transpo	100%	50%
Facilities Condition - % of facilities with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	Transpo	0%	0%
	Maintenance		0%	0%
	Parking Structures		0%	0%
	Passenger Facilities		0%	0%

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2021 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	1.6	0.27	1.2	0.2	18.8
Paratransit	0	0	1	0.52	1.2	1.44	1.2

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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An aerial photograph of a modern roundabout with multiple lanes. A blue car is visible on the left side of the roundabout. The road has white dashed lines and red-paved crosswalks. There are green landscaped areas in the center and between the lanes. The background shows some trees and a clear sky.

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. Additionally, MACOG completes a region wide Title VI evaluation every three years. MACOG's most recent update 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).”

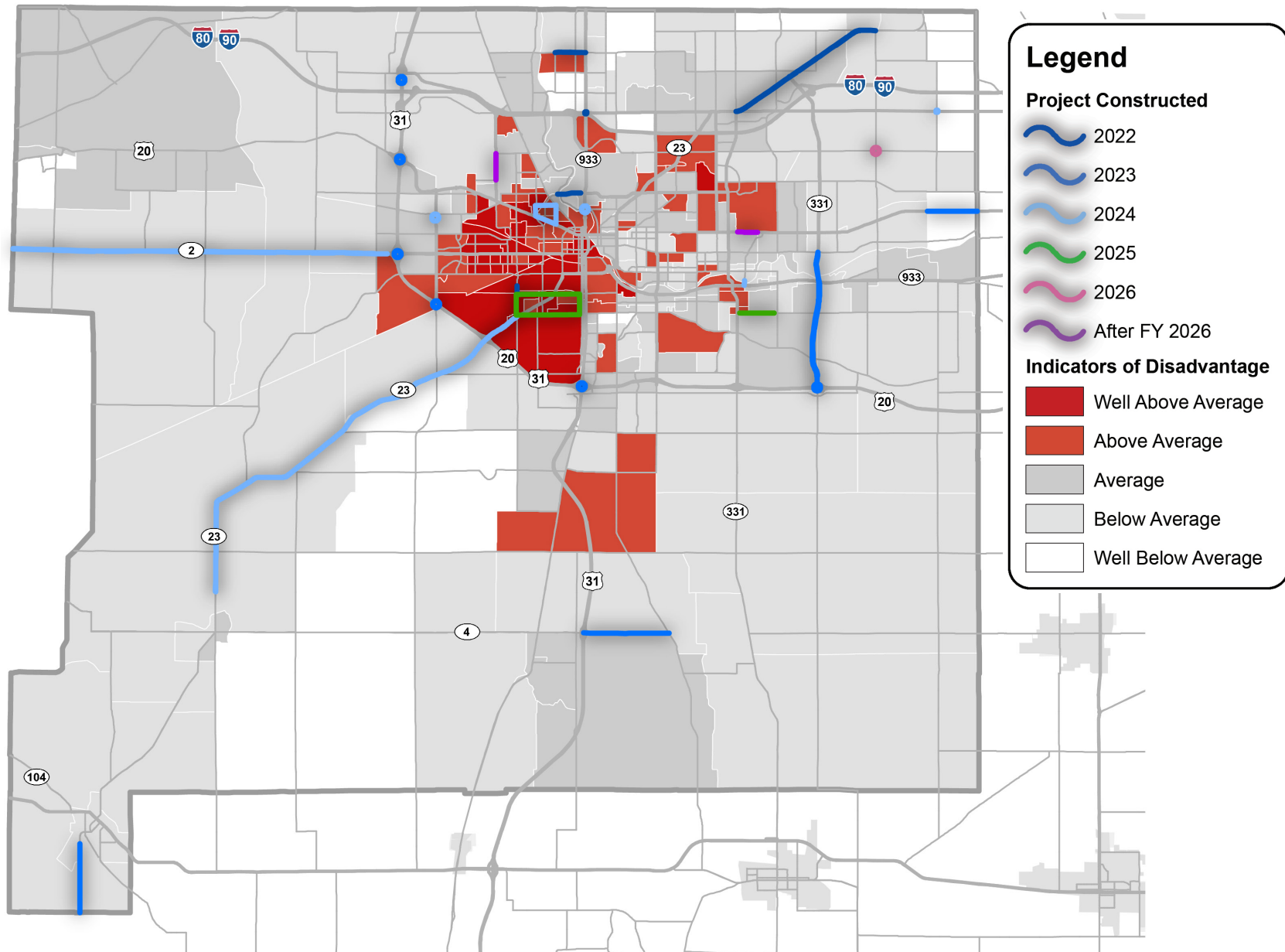
Using the American Community Survey (ACS) five-year estimates data set from the U.S. Census, population groups are identified and located at the block group level. Data is gathered at the regional level, combining populations from each of the four counties, to deter-

TRANSPORTATION IMPROVEMENT PROGRAM

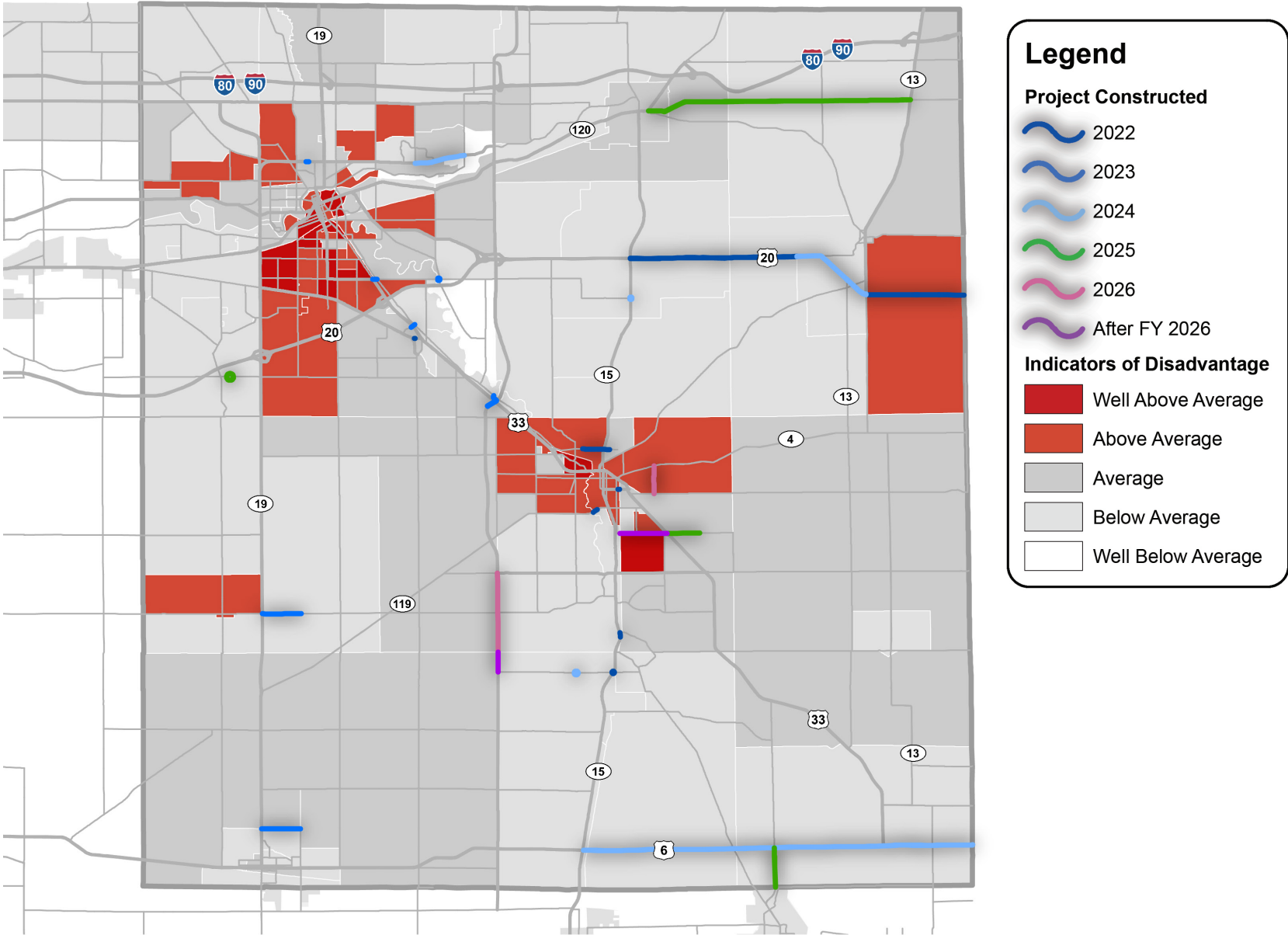
mine the regional average for each population group. Each block group is given a calculation determined by standard deviations relative to each indicator's regional average. This calculation is used to determine the concentration of IPD populations from "well below average" to "well above average."

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 on MACOG's website.

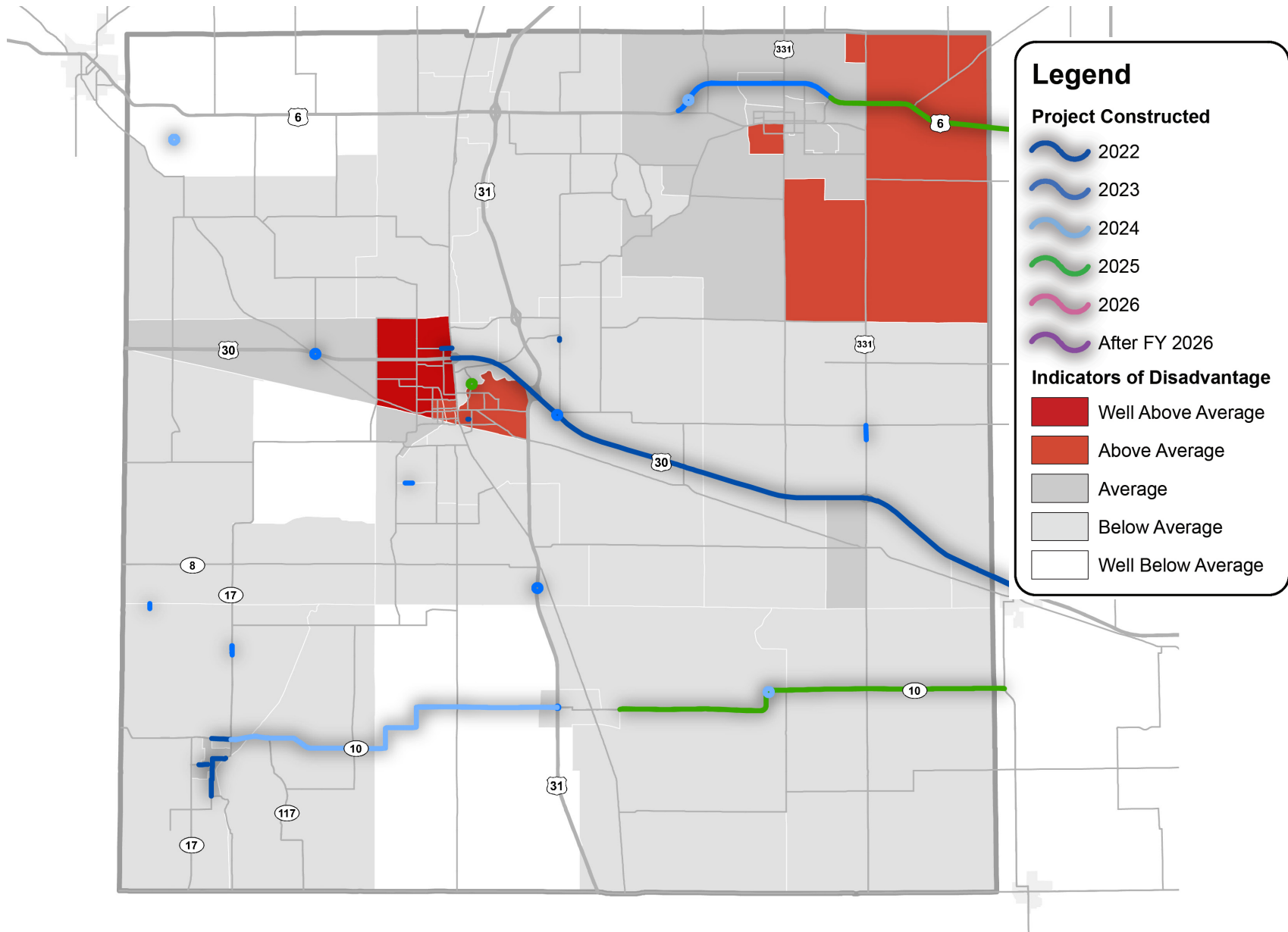
St. Joseph County Environmental Justice



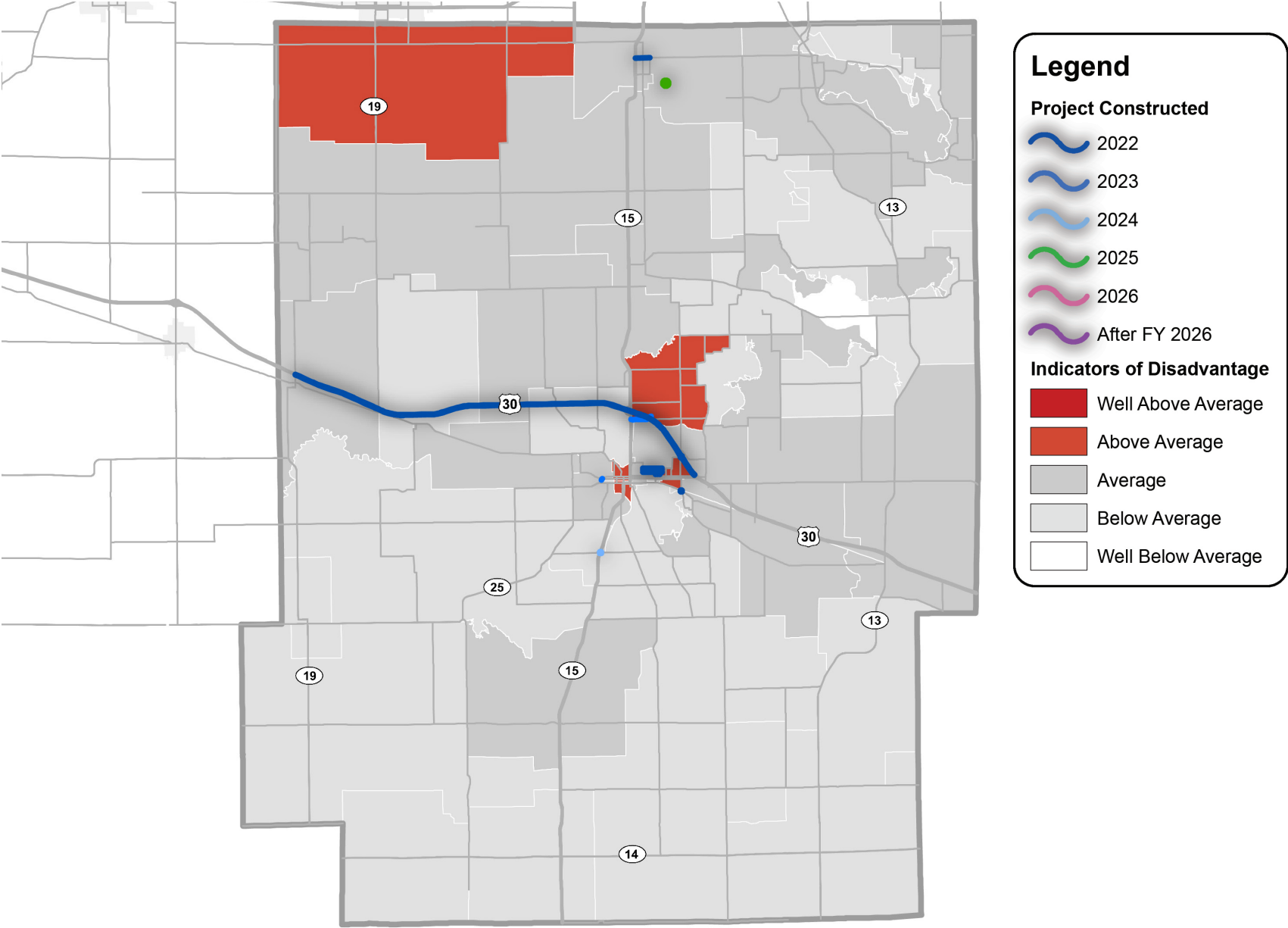
Elkhart County Environmental Justice

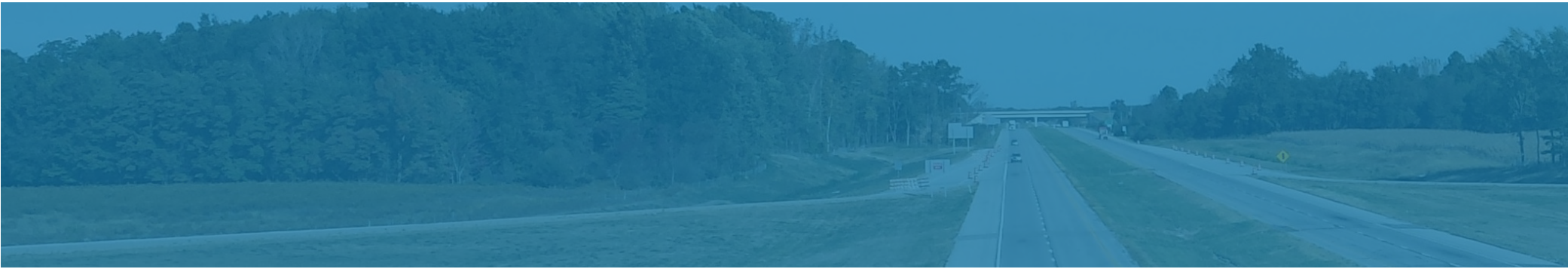


Marshall County Environmental Justice



Kosciusko County Environmental Justice





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An aerial photograph of a modern roundabout with multiple lanes. A blue car is visible on the left side of the roundabout. The road has white lane markings and red-paved crosswalks. The surrounding area includes green grass and some trees.

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 Fixing America's Surface Transportation Act (FAST Act), signed into public law December 4, 2015. FAST Act 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 FAST Act 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)
- 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 requirements of FAST Act and MAP-21 are to be made by the MPO in consultation with the State.

FAST Act 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. The FAST Act replaces the Transportation Alternatives program with set aside 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 fund-

ing, 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 2020-2024 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 2022

through 2026.

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 2022 - 2026 Highway Projects Fiscal Constraint

County		SFY 2022*	SFY 2023	SFY 2024	SFY 2025	SFY 2026*	Total
Elkhart County	Federal Funds	\$7,883,740	\$46,345,690	\$6,614,799	\$7,728,656	\$4,819,207	\$73,392,092
	Programmed	\$10,451,914	\$48,054,662	\$6,635,592	\$7,320,649	\$10,209,440	\$82,672,257
	Difference	\$(2,568,174)	\$(1,708,972)	\$(20,793)	\$408,007	\$(5,390,233)	\$(9,280,165)
Kosciusko County	Federal Funds	\$7,218,231	\$3,320,864	\$825,680	\$1,249,120	\$-	\$12,613,895
	Programmed	\$7,218,231	\$3,320,864	\$825,680	\$1,249,120	\$-	\$12,613,895
	Difference	\$-	\$-	\$-	\$-	\$-	\$-
Marshall County	Federal Funds	\$3,914,732	\$7,335,810	\$2,145,360	\$2,254,480	\$-	\$15,650,382
	Programmed	\$3,914,732	\$7,335,810	\$2,145,360	\$2,254,480	\$-	\$15,650,382
	Difference	\$-	\$-	\$-	\$-	\$-	\$-
St. Joseph County	Federal Funds	\$8,111,612	\$15,275,747	\$11,158,773	\$8,105,131	\$8,214,965	\$48,687,560
	Programmed	\$5,293,471	\$13,855,948	\$12,010,363	\$8,312,000	\$2,352,000	\$41,823,782
	Difference	\$2,818,141	\$1,419,799	\$(851,590)	\$(206,869)	\$5,862,965	\$6,863,778
Region	Federal Funds	\$27,128,316	\$72,278,111	\$20,744,612	\$19,337,387	\$13,034,172	\$152,522,597
	Programmed	\$26,878,349	\$72,567,284	\$21,616,995	\$19,136,249	\$12,561,440	\$152,760,316
	Difference	\$249,967	\$(289,173)	\$(872,383)	\$201,138	\$472,732	\$(237,722)

*In FY 2022 & 2026, funds distributed for the South Bend Urbanized Area are being transferred to the Elkhart & Goshen Urbanized Area. Similar funds have and will be transferred back to the South Bend Urbanized Area in previous and future years.

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. 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 2026 are only illustrative, and will require an amendment to move forward into the program.

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Table 2: SFY 2022 - 2026 Highway Funds Allocations

County	Fund Type	SFY 2022	SFY 2023	SFY 2024	SFY 2025	SFY 2026	Total
Elkhart County	STBG	\$2,793,330	\$2,794,791	\$2,794,791	\$3,794,791	\$2,794,791	\$14,972,494
	HSIP	\$706,090	\$706,090	\$706,090	\$706,090	\$706,090	\$3,530,450
	CMAQ	\$1,110,214	\$1,110,214	\$1,110,214	\$1,110,214	\$1,110,214	\$5,551,070
	TAP	\$208,112	\$208,112	\$208,112	\$208,112	\$208,112	\$1,040,560
	INDOT Allocated	\$3,065,994	\$41,526,483	\$1,795,592	\$1,909,449	\$-	\$48,297,518
	Total	\$7,883,740	\$46,345,690	\$6,614,799	\$7,728,656	\$4,819,207	\$73,392,092
Kosciusko County	INDOT Allocated	\$7,218,231	\$3,320,864	\$825,680	\$1,249,120	\$-	\$12,613,895
	Total	\$7,218,231	\$3,320,864	\$825,680	\$1,249,120	\$-	\$12,613,895
Marshall County	INDOT Allocated	\$3,914,732	\$7,335,810	\$2,145,360	\$2,254,480	\$-	\$15,650,382
	Total	\$3,914,732	\$7,335,810	\$2,145,360	\$2,254,480	\$-	\$15,650,382
St. Joseph County	STBG	\$4,796,680	\$4,798,919	\$4,147,329	\$4,798,919	\$4,908,753	\$23,450,600
	HSIP	\$1,172,745	\$1,172,745	\$1,172,745	\$1,172,745	\$1,172,745	\$5,863,725
	CMAQ	\$1,728,573	\$1,728,573	\$1,728,573	\$1,728,573	\$1,728,573	\$8,642,865
	TAP	\$404,894	\$404,894	\$404,894	\$404,894	\$404,894	\$2,024,470
	CRRSSA	\$-	\$2,178,668	\$-	\$-	\$-	\$2,178,668
	INDOT Allocated	\$8,720	\$4,991,948	\$3,705,232	\$-	\$-	\$8,705,900
	Total	\$8,111,612	\$15,275,747	\$11,158,773	\$8,105,131	\$8,214,965	\$48,687,560
Region	STBG	\$7,590,010	\$7,593,710	\$6,942,120	\$8,593,710	\$7,703,544	\$38,423,094
	HSIP	\$1,878,835	\$1,878,835	\$1,878,835	\$1,878,835	\$1,878,835	\$9,394,175
	CMAQ	\$2,838,787	\$2,838,787	\$2,838,787	\$2,838,787	\$2,838,787	\$14,193,935
	TAP	\$613,006	\$613,006	\$613,006	\$613,006	\$613,006	\$3,065,030
	CRRSSA	\$-	\$2,178,668	\$-	\$-	\$-	\$2,178,668
	INDOT Allocated	\$14,207,678	\$57,175,105	\$8,471,864	\$5,413,049	\$-	\$85,267,695
	Total	\$27,128,316	\$72,278,111	\$20,744,612	\$19,337,387	\$13,034,172	\$152,522,597

Table 3: SFY 2022- 2026 Highway Programmed Projects

County	LPA	SFY 2022*	SFY 2023	SFY 2024	SFY 2025	SFY 2026*	Total
Elkhart County	Elkhart	\$3,491,608	\$14,746,994	\$4,800,000	\$-	\$-	\$23,038,602
	Goshen	\$4,543,920	\$1,335,200	\$40,000	\$3,860,000	\$2,120,000	\$11,899,120
	Elkhart Co.	\$2,366,386	\$28,080,468	\$1,795,592	\$3,460,649	\$8,089,440	\$43,792,535
	Nappanee	\$-	\$3,892,000	\$-	\$-	\$-	\$3,892,000
	MACOG	\$50,000	\$-	\$-	\$-	\$-	\$50,000
	Total	\$10,451,914	\$48,054,662	\$6,635,592	\$7,320,649	\$10,209,440	\$82,672,257
Kosciusko County	Warsaw	\$1,123,408	\$2,683,763	\$-	\$-	\$-	\$3,807,171
	Winona Lake	\$847,320	\$-	\$-	\$-	\$-	\$847,320
	Kosciusko Co.	\$5,247,503	\$637,101	\$825,680	\$1,249,120	\$-	\$7,959,404
	Total	\$7,218,231	\$3,320,864	\$825,680	\$1,249,120	\$-	\$12,613,895
Marshall County	Plymouth	\$1,310,400	\$2,147,410	\$-	\$-	\$-	\$3,457,810
	Culver	\$922,257	\$9,600	\$928,400	\$-	\$-	\$1,860,257
	Marshall Co.	\$1,682,075	\$5,178,800	\$1,216,960	\$2,254,480	\$-	\$10,332,315
	Total	\$3,914,732	\$7,335,810	\$2,145,360	\$2,254,480	\$-	\$15,650,382
St. Joseph County	South Bend	\$4,054,000	\$872,000	\$1,300,000	\$832,000	\$-	\$7,058,000
	Mishawaka	\$-	\$-	\$4,542,980	\$7,360,000	\$-	\$11,902,980
	St. Joseph Co.	\$675,720	\$12,983,948	\$5,643,632	\$120,000	\$2,352,000	\$21,775,300
	MACOG	\$563,751	\$-	\$523,751	\$-	\$-	\$1,087,502
	Total	\$5,293,471	\$13,855,948	\$12,010,363	\$8,312,000	\$2,352,000	\$41,823,782
Total		\$26,878,349	\$72,567,284	\$21,616,995	\$19,136,249	\$12,561,440	\$152,760,316

*In FY 2022 & 2026, funds distributed for the South Bend Urbanized Area are being transferred to the Elkhart & Goshen Urbanized Area. Similar funds have and will be transferred back to the South Bend Urbanized Area in previous and future years.

TRANSPORTATION IMPROVEMENT PROGRAM

Table 4: Local Fiscal Constraint (SFY 2022- 2026)				
County	LPA	Projected Local Revenues (LR&S, MVHA, CBF)	Programmed Local Match	Remaining Available for Maintenance and Operations
Elkhart County	Elkhart	\$30,777,796	\$5,759,650	\$25,018,146
	Goshen	\$16,251,977	\$2,974,780	\$13,277,197
	Elkhart Co.	\$60,523,011	\$9,413,108	\$51,109,904
	Nappanee	\$5,049,518	\$973,000	\$4,076,518
Kosciusko County	Warsaw	\$2,753,524	\$951,793	\$1,801,731
	Winona Lake	\$4,135,101	\$455,130	\$3,679,971
	Kosciusko Co.	\$33,859,384	\$1,977,620	\$31,881,764
Marshall County	Plymouth	\$9,315,344	\$864,452	\$8,450,892
	Culver	\$281,013	\$465,064	\$(184,052)
	Marshall Co.	\$25,652,370	\$2,658,079	\$22,994,292
St. Joseph County	South Bend	\$61,332,757	\$1,764,500	\$59,568,257
	Mishawaka	\$13,775,594	\$3,289,642	\$10,485,952
	St. Joseph Co.	\$76,309,270	\$6,499,138	\$69,810,132

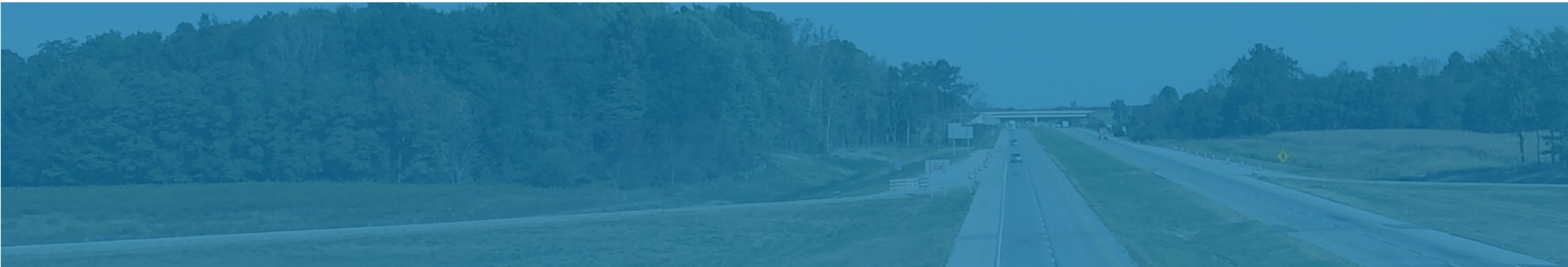
Local Transit Projects

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 Interurban 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 2022 - 2026 Transit Projects Fiscal Constraint				
Urbanized Area		SFY 2022	SFY 2023	Total
Elkhart-Goshen UZA	Federal Funds	\$2,080,578	\$2,080,578	\$4,161,156
	Programmed	\$1,889,526	\$1,889,526	\$3,779,052
	Difference	\$191,052	\$191,052	\$382,104
South Bend UZA	Federal Funds	\$4,109,012	\$4,109,012	\$8,218,024
	Programmed	\$4,148,452	\$4,350,000	\$8,498,452
	Difference	\$(39,440)	\$(240,988)	\$(280,428)
Region	Federal Funds	\$6,189,590	\$6,189,590	\$12,379,180
	Programmed	\$6,037,978	\$6,239,526	\$12,277,504
	Difference	\$151,612	\$(49,936)	\$101,676

Table 6: SFY 2022 - 2026 Transit Funds Allocations			
Urbanized Area	SFY 2022	SFY 2023	Total
Elkhart-Goshen UZA	\$2,080,578	\$2,080,578	\$4,161,156
South Bend UZA	\$4,109,012	\$4,109,012	\$8,218,024
Total	\$6,189,590	\$6,189,590	\$12,379,180

Table 7: SFY 2022 - 2026 Transit Programmed Projects			
Urbanized Area	SFY 2022	SFY 2023	Total
Elkhart-Goshen UZA	\$1,889,526	\$1,889,526	\$3,779,052
South Bend UZA	\$4,148,452	\$4,350,000	\$8,498,452
Total	\$6,037,978	\$6,239,526	\$12,277,504



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An aerial photograph of a modern roundabout with multiple lanes. A blue car is visible on the left side of the roundabout. The road has white lane markings and red-paved crosswalks. There are green landscaped areas in the center and between the lanes. The background shows some trees and a clear sky.

PROJECT LISTINGS



FY 2022-2026 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 2022-2026 TIP includes projects supported by over \$633 million in federal funding. This listing is 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 2021. 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 2020-2024 TIP

Location	Work Type	Status
Bendix Dr from Lathrop St to the I-80 bridge (Nimtz Pkwy)	Road Reconstruction	Complete
Olive St from Prairie Ave (SR 23) to RR south of Tucker Dr	Road Reconstruction	In progress
Corby Blvd/ Ironwood Dr/ Rockne Dr	Intersection Improvement	Complete
Douglas Rd from Ivy Rd to SR 23	Added Travel Lanes	Let December 2020 - 2021 CN
SR 119, From 1.83 Miles West of SR 15 to SR 15.	HMA Overlay	In Progress
SR 13, From US 33 to SR 4	HMA Overlay	CN in 2021
SR 15 and SR 120 intersection, East Jct.	Other Intersection Improvement	Complete
SR 19, from 5.53 Miles S of US 6 (CR 900N) to 0.49 Miles N of US 6 (Berlin Court Ditch)	HMA Overlay	CN in 2021
SR 19, from 0.32 Miles N of US 20 to 2.61 Miles N of US 20 (Lusher Ave.)	Concrete Pavement Restoration	CN in 2021
US 20, From 2.81 Miles West of SR 19 to 3.18 Miles West of SR 15	Concrete Pavement Restoration	Complete
US 20, from 1.92 Miles E. of SR 13 to 2.48 Miles E. of SR 13 (@ Elkhart/ Lagrange CO LN)	HMA Overlay	In Progress
US 20, Bridge over Yellow Creek, Eastbound, 0.59 Miles East of US 33	Superstructure replacement	Complete
US 20, Bridge over Yellow Creek, Westbound, 0.59 Miles East of US 33	Superstructure replacement	Complete

Progress since FY 2020-2024 TIP

Location	Work Type	Status
US 33, 9.42 Miles North of SR 13 at CR 36/College Ave.	Other Intersection Improvement	In Progress
US 33, From 4.57 Miles North of SR 15 North Jct. (CR 15) to US 20	HMA Overlay	Complete
US 6 at SR 13 W Jct./US 33	Intersection Improvement	Complete
US 6, 1.03 miles W of SR 13 W Junction (at CR 29)	Other Intersection Improvement	Complete
US 6, From 1.79 Miles West of SR 19 to SR 15	HMA Overlay	In Progress
SR 13, From SR 14 to 1.10 miles S of US 30	HMA Overlay	Complete
SR 13, From US 30 to 9.46 Miles N of US 30	HMA Overlay	Complete
SR 13, Over Plunge Creek, 0.60 Miles South of SR 14	Bridge Replacement	In Progress
SR 14, From SR 114 to 0.36 miles W of SR 15	HMA Overlay	Complete
SR 15, 0.50 Miles S of US 30 to 4.63 Miles N of US 30	HMA Overlay	Complete
SR 15, 4.63 miles N of US 30 to US 6	HMA Overlay	Complete
SR 15, Over Eagle Creek, 0.35 Miles South of SR 25	Bridge Replacement	CN in 2021
SR 15, From 0.70 miles N of SR 14 (N limit Silver Lake) to 1.97 miles S of 30	HMA Overlay	CN in 2021
SR 19, From 0.43 Mi N of SR 25 (N Lmt Mentone) to 0.77 Mi S of US 30 (S Lmt Etna Green)	HMA Overlay	CN in 2021

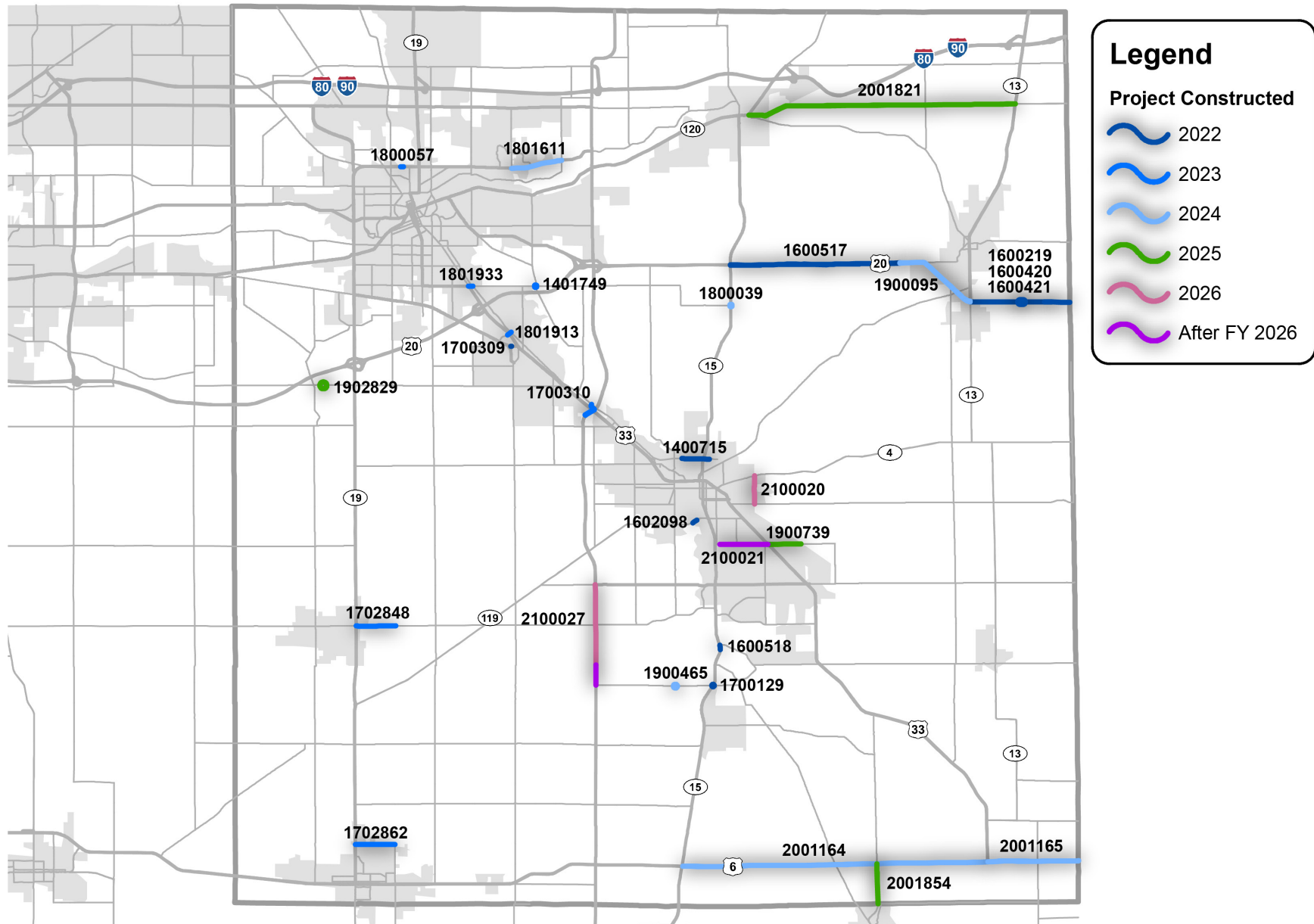
Progress since FY 2020-2024 TIP

Location	Work Type	Status
SR 19, from 5.53 Miles S of US 6 (CR 900N) to 0.49 Miles N of US 6 (Berlin Court Ditch)	HMA Overlay	CN in 2021
SR 19 to 3.00 miles E of SR 15 (Center St)	HMA Overlay	In Progress
SR 25, From 0.62 miles W of SR 15 to SR 15	HMA Overlay	Complete
SR 10, from SR 23 to SR 17 (W Jct)	HMA Overlay	Complete
SR 10, From US 31 to Juniper St in Argos	HMA Overlay	Complete
SR 106 From US 6 (W Jct) to US 6 (E Jct)	HMA Overlay	Complete
SR 17, from SR 14 to SR 10	HMA Overlay	Complete
SR 17, From SR 10 to SR 8	HMA Overlay	Moved to FY 25
SR 331, From US 30 to SR 106 (S JCT)	HMA Overlay	In Progress
US 30, From 3.33 mi E of SR 23 (Union Rd) to SR 17	HMA Overlay	CN in 2021
US 6, from US 31 to W. Jct of SR 106	HMA Overlay	Complete
US 6 over East Branch Bunch Ditch, .12 mi E SR 106	Replace Superstructure	Complete
US 31, From I-80 Toll Road to the Michigan State Line	HMA Overlay	Complete
SR 931, From County Line to South Bend Corp Limit	HMA Overlay	CN in 2021
SR 23, From Bittersweet to Michigan St Line	HMA Overlay	Complete
SR 23 at Juday Creek, 0.9 mi S of I-80/90	Replace Superstructure	In Progress
SR 933 at Juday Creek, 0.03 mi S fo I-80/90	Replace Superstructure	In Progress

Progress since FY 2020-2024 TIP

Location	Work Type	Status
SR 331, From I-80/90 (Toll Road) to SR 23	HMA Overlay	Complete
SR 23, From 0.15 mi N of US 6 (Tyler St) to 0.42 mi S of SR 4 (Pine St)	HMA Overlay	Complete
SR 4, From 0.48 mi W of SR 23 (North Liberty WCL) to 0.34 mi E of SR 23 (North Liberty ECL)	HMA Overlay	CN in 2021
SR 23, From the S JCT of SR 933 (Michigan St) to 2.31 mi N of the N JCT of SR 933 (Edison Rd)	HMA Overlay	CN in 2021
SR 23, From 0.11 mi W of SR 933 (Main St) through SR 933 (Main St) intersection	Intersection Improvement, with Added Turn Lanes	CN in 2021

Elkhart County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
City of Elkhart									
1801611	Bristol St: from Jeanwood Dr. to CR 15	Added Travel Lanes	STBG	RW	\$480,000	\$120,000	\$600,000	\$7,400,000	2022
1801611	Bristol St: from Jeanwood Dr. to CR 15	Added Travel Lanes	STBG	CN	\$4,800,000	\$1,200,000	\$6,000,000	\$7,400,000	2024
1801933	Hively Avenue, east of Main St, crossing the NS Railroad	New Bridge, Other	Local Trax	PE	\$264,510	\$-	\$264,510	\$33,582,375	2022
1801933	Hively Avenue, east of Main St, crossing the NS Railroad	New Bridge, Other	Local Trax	RW	\$2,625,000	\$875,000	\$3,500,000	\$33,582,375	2023
1801933 1900821 2001662	Hively Avenue, east of Main St, crossing the NS Railroad	New Bridge, Other	Local Trax	CN	\$11,509,416	\$6,924,327	\$18,433,743	\$33,582,375	2023
Elkhart County									
1401749	CR 18 at CR 13 and CR 115 Intersection	Intersection Improvement	CMAQ	CN	\$1,916,000	\$479,000	\$2,395,000	\$3,750,164	2023
1592887	Bridge Inspections and Inventory CY 2018-2021	Bridge Inspections	Bridge	PE	\$54,386	\$13,597	\$67,983	\$219,902	2022
1700309	Bridge 152 on Mishawaka Rd over Yellow Creek	Bridge Repl, Comp. Cont. Conc. Construction	STBG	CN	\$2,312,000	\$578,000	\$2,890,000	\$3,300,135	2022
1700310	CR 17 Multi-Use Path: From US 33 to CR 45	Bike/Pedestrian Facilities	CMAQ	CN	\$2,878,765	\$719,691	\$3,598,456	\$3,771,555	2023
1702848	CR 40: from SR 19 to CR 7	Road Reconstruction (3R/4R Standards)	ST STBG	CN	\$1,201,448	\$300,362	\$1,501,810	\$15,889,000	2023
1900821	Sunnyside Ave/ Mall Dr at US 33 (Main St) over NS Railroad	New Bridge Construction	Local Trax	RW	\$6,531,945	\$6,006,876	\$12,538,821	\$18,538,389	2023

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1900821	Sunnyside Ave/ Mall Dr at US 33 (Main St) over NS Railroad	New Bridge Construction	Local Trax	CN	\$4,559,672	\$1,439,896	\$5,999,609	\$18,538,389	2023
1900836	County Bridge 148 - Sunnyside Ave / Mall Dr at US 33 over Norfolk Southern Railroad	New Bridge Construction	Local Trax	CN	\$3,651,914	\$963,142	\$4,615,056	\$4,615,056	2023
2100065	Extension and realignment of CR 13 from Sunnyside Avenue to CR 45	New Bridge Construction	Local Trax	CN	\$-	\$1,262,700	\$1,262,700	\$1,262,700	2023
2001723	County Bridge 151 - Concord Mall Drive over Yellow Creek	New Bridge Construction	Local Trax	CN	\$976,826	\$257,625	\$1,234,451	\$1,234,451	2023
2001724	County Bridge 150 - Sunnyside Avenue over Yellow Creek	New Bridge Construction	Local Trax	CN	\$1,080,387	\$284,937	\$1,365,324	\$1,365,324	2023
1900465	Bridge #312: on CR 142 over Turkey Creek	Bridge	ST STBG	RW	\$30,151	\$7,538	\$37,689	\$2,606,410	2023
1900465	Bridge #312: on CR 142 over Turkey Creek	Bridge	ST STBG	CN	\$1,795,592	\$448,898	\$2,244,490	\$2,606,410	2024
1900486	CR 17 from CR 142 to CR 38	New Road Construction	STBG	RW	\$1,949,414	\$487,354	\$2,436,768	\$25,944,000	2023 2025
2100027	CR 17 Phase I: from CR 42 to CR 38	New Road Construction	STBG	CN	\$8,089,440	\$487,354	\$8,576,794	\$8,576,794	2026
1902829	Bridge 145: on CR 26 over Baugo Creek	Bridge Rehabilitation of Repair	ST Bridge	RW	\$43,073	\$10,768	\$53,841	\$2,844,842	2023
1902829	Bridge 145: on CR 26 over Baugo Creek	Bridge Rehabilitation of Repair	ST Bridge	CN	\$1,909,449	\$477,362	\$2,386,811	\$2,844,842	2025
City of Goshen									
1400715	Wilden Ave from Rock Run Creek to 6th St	Road Reconstruction (3R/4R Standards)	STBG	CN	\$4,343,920	\$1,085,980	\$5,429,900	\$5,429,900	2022

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1900739	College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$685,600	\$171,400	\$857,000	\$5,107,000	2023
1900739	College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Auxiliary Lanes, Two-Way Left Turn	STBG	CN	\$3,100,000	\$775,000	\$3,875,000	\$5,107,000	2025
2100021	College Avenue between 9th St and US 33	Auxiliary Lanes, Two-Way Left Turn	STBG	PE	\$545,600	\$136,400	\$682,000	\$9,357,000	2022 2023
2100021	College Avenue between 9th St and US 33	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$1,040,000	\$260,000	\$1,300,000	\$9,357,000	2025 2026
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	PE	\$304,000	\$76,000	\$380,000	\$2,730,000	2023
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	RW	\$200,000	\$50,000	\$250,000	\$2,730,000	2024 2025
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	CN	\$1,680,000	\$420,000	\$2,100,000	\$2,730,000	2026
Nappanee									
1702862	Woodview Dr. from N. Main St (SR 19) to Oakland Ave. (CR 7)	Road Rehabilitation (3R/4R Standards)	ST STBG	CN	\$3,892,000	\$973,000	\$4,865,000	\$2,963,000	2023
MACOG									
2001101	Clean Air Campaign	UPWP	CMAQ	PL	\$50,000	\$12,500	\$62,500	\$62,500	2022

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
2001164	US 6, from SR 15 to US 33 W Jct.	HMA Overlay, Preventative Maintenance	NHPP	CN	\$4,410,435	\$1,102,609	\$5,513,044	\$5,513,044	2024
1600219	US 20, from SR 13 to 2.48 mi E of SR 13 (at the Elkhart/Lagrange County Line)	HMA Overlay, Preventative Maintenance	NHPP	RW	\$24,000	\$6,000	\$30,000	\$3,988,973	2022
1600219	US 20, from SR 13 to 2.48 mi E of SR 13 (at the Elkhart/Lagrange County Line)	HMA Overlay, Preventative Maintenance	NHPP	CN	\$3,167,178	\$791,795	\$3,958,973	\$3,988,973	2022
1600420	US 20, Bridge Over Rowe-Eden Ditch, 1.25 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	RW	\$12,000	\$3,000	\$15,000	\$1,507,540	2022
1600420	US 20, Bridge Over Rowe-Eden Ditch, 1.25 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	CN	\$1,178,032	\$294,508	\$1,472,540	\$1,507,540	2022
1600421	US 20, Bridge Over Little Elkhart River, 1.80 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	RW	\$12,000	\$3,000	\$15,000	\$1,507,540	2022
1600421	US 20, Bridge Over Little Elkhart River, 1.80 Miles East of SR 13	Bridge Replacement, Other Construction	NHPP	CN	\$1,178,032	\$294,508	\$1,472,540	\$1,507,540	2022
1600517	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Auxiliary Lanes, Two-way Left Turn Lanes	NHPP	CN	\$24,134,265	\$6,033,566	\$30,167,831	\$35,508,855	2022
1600518	SR 15, 5.73 miles N of US 6 (at CR 42 North Junction)	Auxiliary Lane Construction	ST STBG	RW	\$8,000	\$2,000	\$10,000	\$327,008	2022
1600518	SR 15, 5.73 miles N of US 6 (at CR 42 North Junction)	Auxiliary Lane Construction	ST STBG	CN	\$237,606	\$59,402	\$297,008	\$327,008	2022

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1602099	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	ST STBG	RW	\$76,000	\$19,000	\$95,000	\$3,057,360	2022
1602099	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	ST STBG	CN	\$2,077,910	\$519,478	\$2,597,388	\$3,057,360	2022
1700129	SR 15 at CR 142, 4.64 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	ST STBG	RW	\$20,000	\$5,000	\$25,000	\$499,042	2022
1700129	SR 15 at CR 142, 4.64 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	ST STBG	CN	\$680,040	\$170,010	\$850,050	\$499,042	2022
1800039	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	ST STBG	RW	\$40,000	\$10,000	\$50,000	\$1,423,325	2022
1800039	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$479,854	\$119,963	\$599,817	\$1,423,325	2023 2024
1800057	SR 19, Over Christiana Creek, 2.42 Miles S of I-18/90	Replace Superstructure	NHPP	RW	\$20,000	\$5,000	\$25,000	\$3,955,316	2022
1800057	SR 19, Over Christiana Creek, 2.42 Miles S of I-18/90	Replace Superstructure	NHPP	CN	\$3,144,253	\$786,063	\$3,930,316	\$3,955,316	2023
1800045	SR 119, 1.35 miles East of SR 19 (CR7)	Intersection Improvement	ST STBG	PE	\$336,000	\$84,000	\$420,000	\$2,910,803	2022
1800045	SR 119, 1.35 miles East of SR 19 (CR7)	Intersection Improvement	ST STBG	RW	\$80,000	\$20,000	\$100,000	\$2,910,803	2024
1802826	On Call Consultant Plan Review Services FY202-23	Other Type Project (Miscellaneous)	ST STBG	PE	\$6,000,000	\$-	\$6,000,000	\$8,400,000	2022 2023
1900095	US 20, from 2.13 miles E of SR 13 (CR 35) to SR 13	Added Travel Lanes	NHPP	RW	\$1,600,000	\$400,000	\$2,000,000	\$29,567,402	2022

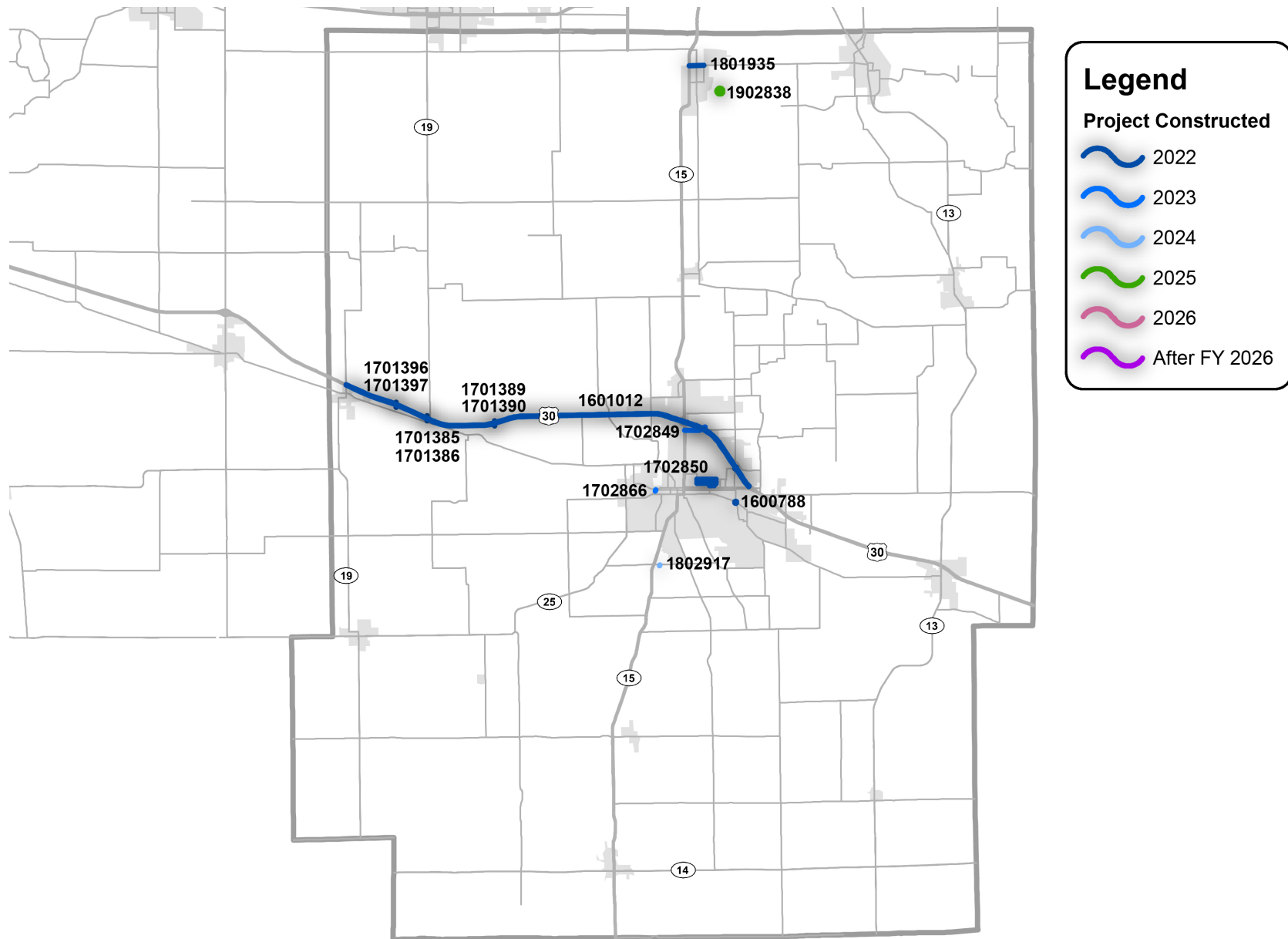
State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1900095	US 20, from 2.13 miles E of SR 13 (CR 35) to SR 13	Added Travel Lanes	NHPP	CN	\$22,053,922	\$5,513,480	\$27,567,402	\$29,567,402	2023 2024
1902041	Various Locations within the Fort Wayne District, removal of concrete for slotted left turns.	Other Intersection Improvement	ST STBG	CN	\$400,000	\$100,000	\$500,000	\$600,000	2022
1902645	SR 120, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	RW	\$60,000	\$15,000	\$75,000	\$5,567,252	2023
1902645	SR 120, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$5,334,914	\$1,333,728	\$6,668,642	\$5,567,252	2023 2024
1902646	SR 15, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	RW	\$20,000	\$50,000	\$70,000	\$1,681,390	2023
1902646	SR 15, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$1,193,112	\$298,278	\$1,491,390	\$1,681,390	2023 2024
2000024	SR 15 at CR 146, 3.06 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	ST STBG	PE	\$170,400	\$42,600	\$213,000	\$1,304,839	2022
2001164	US 6, From SR 15 to US 33 West Jct.	HMA Overlay, Preventative Maintenance	NHPP	CN	\$4,410,435	\$1,102,609	\$5,513,044	\$3,263,057	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
2001517	Various Locations within the Elkhart Subdistrict - Locations Available upon request.	ADA Sidewalk Ramp Construction	ST STBG	CN	\$337,197	\$84,299	\$421,496	\$839,221	2022

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
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	PE	\$859,200	\$214,800	\$1,074,000	\$8,122,517	2022
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	\$8,122,517	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	\$5,558,814	\$1,389,703	\$6,948,517	\$8,122,517	2025
2001854	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	PE	\$953,072	\$238,268	\$1,191,340	\$5,892,034	2022
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	\$5,892,034	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	\$3,604,555	\$901,139	\$4,505,694	\$5,892,034	2025
2100066	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)	NHPP	CN	\$1,040,000	\$260,000	\$1,300,000	\$1,300,000	2022

Kosciusko County Project Listings



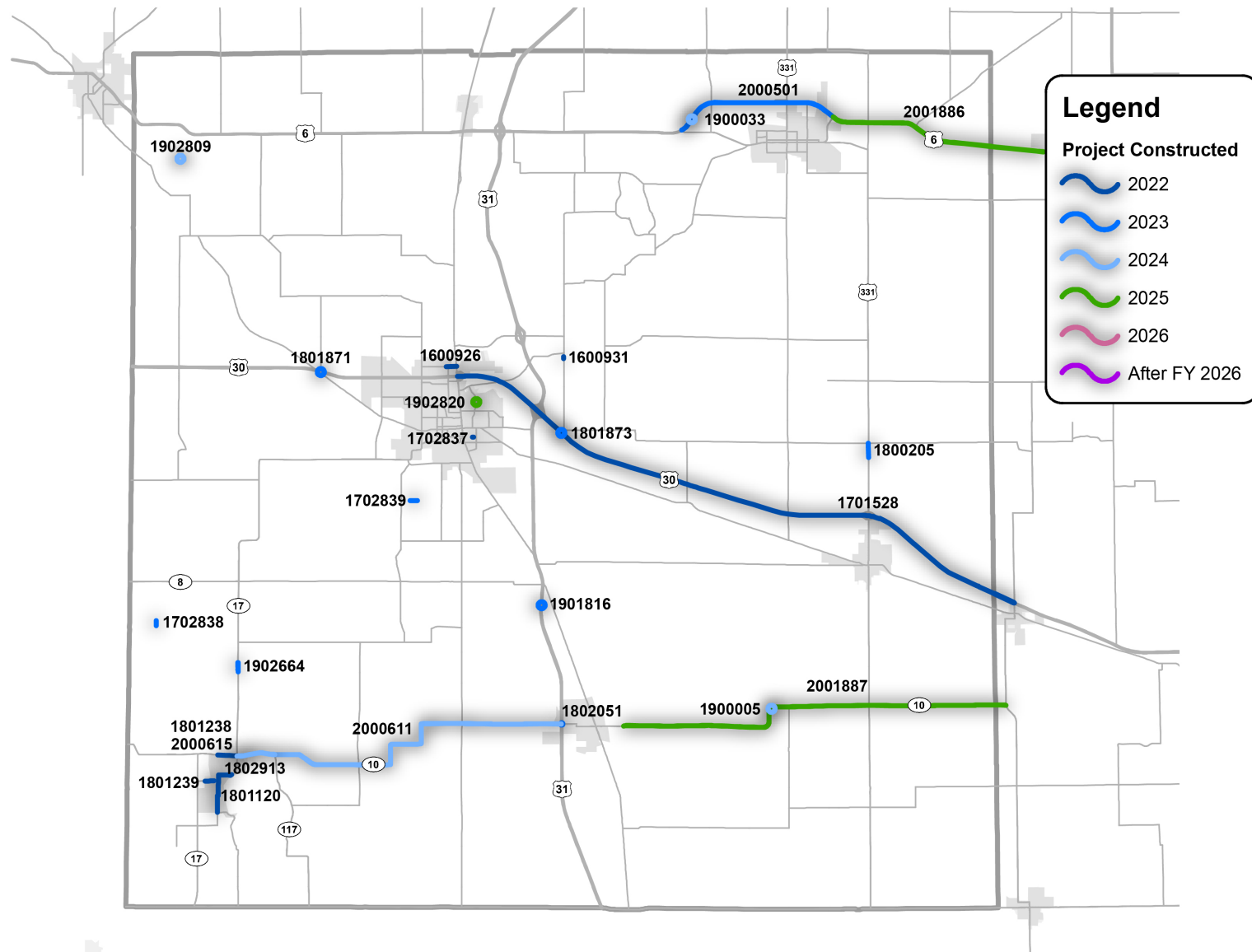
TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Kosciusko County									
1702866	Bridge #227: on S Hand St over Walnut Creek	Bridge Rehab or Repair	Bridge	RW	\$48,000	\$12,000	\$60,000	\$1,113,725	2022
1702866	Bridge #227: on S Hand St over Walnut Creek	Bridge Rehab or Repair	Bridge	CN	\$637,101	\$159,275	\$796,376	\$1,113,725	2023
1801935	Kosciusko County CR1300N Extension over NS Railroad and Main Street	New Bridge Construction	ST STBG	CN	\$3,883,523	\$896,917	\$4,780,440	\$4,780,440	2022
1802917	Bridge #161: on CR 200 S over Walnut Creek	Bridge Replacement, Other Construction	Bridge	RW	\$48,000	\$12,000	\$60,000	\$1,361,100	2022
1802917	Bridge #161: on CR 200 S over Walnut Creek	Bridge Replacement, Other Construction	Bridge	CN	\$777,440	\$194,360	\$971,800	\$1,361,100	2024
1900841	Kosciusko County CR1300N Extension over NS Railroad and Main Street	New Bridge Construction	ST STBG	CN	\$1,296,528	\$378,747	\$1,675,275	\$1,675,275	2022
1902838	Bridge 30: on Beer Rd over Turkey Creek	Bridge Rehab or Repair	ST Bridge	RW	\$48,240	\$12,060	\$60,300	\$1,896,200	2024
1902838	Bridge 30: on Beer Rd over Turkey Creek	Bridge Rehab or Repair	ST Bridge	CN	\$1,249,120	\$312,280	\$1,561,400	\$1,896,200	2025
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	\$3,764,074	2023
1702850	Sheridan St, E Clark & Ft. Wayne St - Between Colfax St and Cook St	Bike/Pedestrian Facilities	ST TAP	CN	\$1,123,408	\$280,852	\$1,404,260	\$1,508,114	2022
Town of Winona Lake									
1600788	Intersection of Argonne Rd, Winona Ave, Kings Highway and Park Ave	Intersection Improvement, Roundabout	ST STBG	CN	\$847,320	\$455,130	\$1,302,450	\$1,329,150	2022

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1601012	US 30, from SR 19 to 3 mi E of SR 15 (Center St.)	HMA Overlay, Minor Structural	ST STBG	CN	\$17,371,522	\$4,342,881	\$21,714,403	\$21,714,403	2022
1701385	US 30, Bridge over Robinson Ditch EBL, 2.60 Miles E of SR 19	Replace Superstructure	ST STBG	CN	\$677,183	\$169,296	\$846,479	\$846,479	2022
1701386	US 30, Bridge over Robinson Ditch WBL, 2.60 Miles E of SR 19	Replace Superstructure	ST STBG	CN	\$7,201,902	\$1,800,476	\$9,002,378	\$9,002,378	2022
1701389	US 30, Bridge over Pole Run Ditch EBL, 4.74 Miles E of SR 19	Replace Superstructure	ST STBG	CN	\$711,533	\$177,883	\$889,416	\$889,416	2022
1701390	US 30, Bridge over Pole Run Ditch WBL, 4.74 Miles E of SR 19	Replace Superstructure	ST STBG	CN	\$711,533	\$177,883	\$889,416	\$889,416	2022
1701396	US 30, Bridge over Danner Ditch EBL, 1.59 Miles E of SR 19	Replace Superstructure	ST STBG	CN	\$667,370	\$166,842	\$834,212	\$834,212	2022
1701397	US 30, Bridge over Danner Ditch WBL, 1.59 Miles E of SR 19	Replace Superstructure	ST STBG	CN	\$667,370	\$166,842	\$834,212	\$834,212	2022
1801809	US 30, 1 mi W of SR 15 (at CR 150W/Silveus Crossing Road in Warsaw)	Other intersection Improvement	NHPP	CN	\$2,688,000	\$672,000	\$3,360,000	\$3,360,000	2023
1802826	On Call Consultant Plan Review Services FY202-23	Other Type Project (Miscellaneous)	ST STBG	PE	\$6,000,000	\$-	\$6,000,000	\$8,400,000	2022 2023
1900622	SR 15, from 0.49 miles South of SR 14 to 0.70 miles North of SR 14 (Silver Lake)	HMA Overlay, Minor Structural	ST STBG	CN	\$817,773	\$204,443	\$1,022,216	\$1,022,216	2022

Marshall County Project Listings



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Town of Culver									
1801120	Lake Max Trail Phase II, Culver Park to W. Shore Dr	Bike/Pedestrian Facilities	ST TAP	CN	\$858,257	\$214,564	\$1,072,821	\$1,392,179	2022
1802913	Lake Max Trail Phase III, from Academy Rd to west of Town Limits	Bike/Pedestrian Facilities	ST TAP	RW	\$64,000	\$16,000	\$80,000	\$967,500	2022
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	\$967,500	2024
2001807	Slate St, Jefferson St, and Cass St Trail	Bike/Pedestrian Facilities	ST TAP	RW	\$9,600	\$2,400	\$12,000	\$400,000	2023
2001807	Slate St, Jefferson St, and Cass St Trail	Bike/Pedestrian Facilities	ST TAP	CN	\$230,400	\$57,600	\$288,000	\$400,000	2024
Marshall County									
1592161	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Bridge Inspections	Bridge	PE	\$7,675	\$1,919	\$9,594	\$113,653	2022
1600931	Bridge No. 73 carrying King Rd over the Yellow River	Bridge Replacement, Other Construction	Bridge	CN	\$1,674,400	\$418,600	\$2,093,000	\$2,154,225	2022
1702838	Marshall County Bridge #120: South Upas Road over Yellow River	Bridge Replacement, Other Construction	Bridge	CN	\$3,516,400	\$879,100	\$4,395,500	\$2,697,201	2023
1702839	Marshall County Bridge #87: 11th Road over Yellow River	Bridge Replacement, Other Construction	Bridge	CN	\$1,632,320	\$408,080	\$2,040,400	\$2,387,851	2023
1902820	Bridge 232: Randolph Dr over Yellow River	Bridge Replacement	ST Bridge	RW	\$30,080	\$7,520	\$37,600	\$2,911,000	2023
1902820	Bridge 232: Randolph Dr over Yellow River	Bridge Replacement	ST Bridge	CN	\$2,374,480	\$593,620	\$2,968,100	\$2,911,000	2024 2025

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1902809	Bridge 11: Union Rd over Pine Creek	Bridge Replacement	ST Bridge	RW	\$-	\$75,000	\$75,000	\$1,759,250	2023
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
City of Plymouth									
1600926	Hoham Drive starting at North Michigan St to 400' west of Western Ave	Road Reconstruction (3R/4R Standards)	ST STBG	CN	\$2,147,410	\$536,852	\$2,684,262	\$3,545,766	2023
1702837	East LaPorte Street Footbridge over the Yellow River	Bridge Rehabilitation or Repair	ST TAP	CN	\$1,310,400	\$327,600	\$1,638,000	\$1,927,950	2022

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1701528	US 30, from SR 17 to SR 19	HMA Overlay, Preventative Maintenance	NHPP	PE	\$420,400	\$105,100	\$525,500	\$5,994,506	2022
1701528	US 30, from SR 17 to SR 19	HMA Overlay, Preventative Maintenance	NHPP	CN	\$13,140,000	\$3,285,000	\$16,425,000	\$5,994,506	2022
1800205	SR 331, 1.75 mi N of US 30	Small Structure - New	ST STBG	RW	\$8,000	\$2,000	\$10,000	\$283,225	2022
1800205	SR 331, 1.75 mi N of US 30	Small Structure - New	ST STBG	CN	\$197,844	\$49,461	\$247,305	\$283,225	2023
1801871	US 30, 0.5 mi W of Queen Rd to 0.5 mi E of Queen Rd	Intersection Improvement, Median U-Turn	NHS	CN	\$880,000	\$220,000	\$1,100,000	\$1,237,400	2022 2023
1801873	US 30, 0.5 mi W of King Rd to 0.5 mi E of King Road	Intersection Improvement	NHS	CN	\$3,144,531	\$786,133	\$3,930,664	\$1,237,400	2022 2023
1802051	US 31, from SR 10 to SR 110	New Interchange Construction	ST NHS	PE	\$200,000	\$50,000	\$250,000		2023
1802051	US 31, from SR 10 to SR 110	New Interchange Construction	ST NHS	RW	\$400,000	\$100,000	\$500,000	\$33,562,670	2022
1802051	US 31, from SR 10 to SR 110	New Interchange Construction	ST NHS	CN	\$24,450,136	\$6,112,534	\$30,562,670	\$33,562,670	2022 2023
1900005	SR 10 at Deer Creek, 2.39 mi W of SR 331	Bridge Replacement, Concrete	ST STBG	PE	\$50,400	\$12,600	\$63,000	\$901,678	2023
1900005	SR 10 at Deer Creek, 2.39 mi W of SR 331	Bridge Replacement, Concrete	ST STBG	CN	\$579,342	\$144,836	\$724,178	\$901,678	2023 2024
1900033	US 6 at CSX RR, 0.38 mi E of SR 106	Replace Superstructure	NHS	PE	\$168,000	\$42,000	\$210,000	\$2,243,517	2024

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1900033	US 6 at CSX RR, 0.38 mi E of SR 106	Replace Superstructure	NHS	CN	\$1,801,539	\$450,385	\$2,251,924	\$2,243,517	2023 2024
1901816	US 31 at Elkhart Western Railroad	New Bridge, Other	NHS	PE	\$176,000	\$44,000	\$220,000	\$24,550,000	2023
1901816	US 31 at Elkhart Western Railroad	New Bridge, Other	NHS	RW	\$40,000	\$10,000	\$50,000	\$24,550,000	2022
1901816	US 31 at Elkhart Western Railroad	New Bridge, Other	NHS	CN	\$17,760,000	\$4,440,000	\$22,200,000	\$24,550,000	2022 2023
1902664	ADA Curb ramps along SR 17 in Burr Oak, SR 29 in Deer Creek, SR 25 in Talma, and SR 18 in Young America	ADA sidewalk Ramp Construction	ST HSIP	PE	\$14,000	\$3,500	\$17,500	\$586,598	2023
1902664	ADA Curb ramps along SR 17 in Burr Oak, SR 29 in Deer Creek, SR 25 in Talma, and SR 18 in Young America	ADA sidewalk Ramp Construction	ST HSIP	CN	\$219,278	\$54,820	\$274,098	\$586,598	2022 2023
2000501	US 6, from W Jct. of SR 106 to E. Jct. of SR 106	HMA Overlay, Preventative Maintenance	NHS	PE	\$48,000	\$12,000	\$60,000	\$4,097,434	2023
2000501	US 6, from W Jct. of SR 106 to E. Jct. of SR 106	HMA Overlay, Preventative Maintenance	NHS	CN	\$3,854,348	\$963,587	\$4,817,935	\$4,097,434	2022 2023
2000611	SR 10, from SR 117 to US 31	HMA Overlay, Preventative Maintenance	ST STBG	PE	\$147,440	\$36,860	\$184,300	\$4,325,579	2024
2000611	SR 10, from SR 117 to US 31	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$3,900,014	\$975,004	\$4,875,018	\$4,325,579	2022 2023 2024
2000615	SR 10, from SR 17 E. Jct. to SR 117	HMA Overlay, Preventative Maintenance	ST STBG	PE	\$200,000	\$50,000	\$250,000	\$709,956	\$2,024

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
2000615	SR 10, from SR 17 E. Jct. to SR 117	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$367,965	\$91,991	\$459,956	\$709,956	2023 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	PE	\$208,000	\$52,000	\$260,000	\$3,652,875	2022 2025
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	\$2,714,300	\$678,575	\$3,392,875	\$3,652,875	2023 2024 2025
2001887	SR 10, from .59 mi E of US 31 (Juniper Rd) to SR 19	HMA Overlay, Minor Structural	SR STBG	PE	\$192,000	\$48,000	\$240,000	\$6,088,494	2022 2025
2001887	SR 10, from .59 mi E of US 31 (Juniper Rd) to SR 19	HMA Overlay, Minor Structural	SR STBG	CN	\$4,766,795	\$1,191,699	\$5,958,494	\$6,088,494	2023 2025
1802826	On Call Consultant Plan Review Services FY202-23	Other Type Project (Miscellaneous)	ST STBG	PE	\$6,000,000	\$-	\$6,000,000	\$8,400,000	2022 2023
2100091	Install High Friction Surface Treatements on SR 17 at Sycamore N Jct, SR 17 at 12th Rd, & SR 17 at Sage Rd	Other Type Project (Miscellaneous)	NHS	CN	\$240,000	\$60,000	\$300,000	\$300,000	2022



TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
City of Mishawaka									
1900449	Mishawaka Riverwalk Cedar St Bridge	Bike/Pedestrian Facilities	STBG	CN	\$4,542,980	\$1,449,642	\$5,992,622	\$5,992,622	2024
1801241	Twelfth Street (Phase III), from Dodge Ave to Campbell St	Road Reconstruction (3R/4R Standards)	STBG	CN	\$7,360,000	\$1,840,000	\$9,200,000	\$9,200,000	2025
City of South Bend									
1401811	Coal Line Trail (Phase II) from Riverside Dr to Angela Blvd	Bike/Pedestrian Facilities	CMAQ	CN	\$2,504,000	\$626,000	\$3,130,000	\$2,274,000	2022
1801240	School Zone Flashing Beacons	Traffic Signals, New or Modernized	HSIP	CN	\$600,000	\$150,000	\$750,000	\$720,000	2022
1900447	Mussel Primary-Holy Cross School Area Sidewalk Improvements	Bike/Pedestrian Facilities	STBG	PE	\$152,000	\$38,000	\$190,000	\$195,000	2023
1900447	Mussel Primary-Holy Cross School Area Sidewalk Improvements	Bike/Pedestrian Facilities	STBG	CN	\$1,300,000	\$325,000	\$1,625,000	\$195,000	2024
1902178	Olive St from Indiana Ct to Tucker Dr - Phase II	Road Reconstruction	STBG	CN	\$950,000	\$237,500	\$1,187,500	\$1,306,250	2022
2100025	Sidewalk replacement in th Our Lady of Hungary Neighborhood	Bike/Pedestrian Facilities	TAP	PE	\$96,000	\$24,000	\$120,000	\$1,040,000	2023
2100025	Sidewalk replacement in th Our Lady of Hungary Neighborhood	Bike/Pedestrian Facilities	TAP	CN	\$736,000	\$184,000	\$920,000	\$1,040,000	2025
2100022	Bendix Dr from Voorde Dr to Lathrop St	Road Reconstruction	STBG	PE	\$624,000	\$156,000	\$780,000	\$7,137,450	2023
2100022	Bendix Dr from Voorde Dr to Lathrop St	Road Reconstruction	STBG	RW	\$96,000	\$24,000	\$120,000	\$7,137,450	2025

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
St. Joseph County									
0902286	McKinley Hwy reconstruction/ added travel lanes from Birch to Ash Rd	Road Reconstruction (3R/4R Standards)	STBG	CN	\$7,352,000	\$2,803,313	\$10,155,313	\$11,662,585	2023
1400638	Auten Rd Multi-Use Path from SR 933 to Laurel Rd	Bike/Pedestrian Facilities	TAP	CN	\$667,000	\$166,750	\$833,750	\$915,017	2022
1593056	Countywide Bridge Inspections and Inventory program for Cycle Years 2020 - 2023 in St. Joseph County	Bridge Inspections	Bridge	PE	\$273,100	\$68,275	\$341,375	\$341,375	2022 2023 2024
1702832	Pierce Road from US 31 to Miami Hwy	Road Reconstruction, (3R/4R Standards)	ST STBG	CN	\$4,860,800	\$1,215,200	\$6,076,000	\$7,226,000	2023
1900448	Cleveland at Beech - Roundabout	Intersection Improvement	CMAQ	RW	\$328,000	\$82,000	\$410,000	\$2,583,000	2023
1900448	Cleveland at Beech - Roundabout	Intersection Improvement	CMAQ	CN	\$1,738,400	\$434,600	\$2,173,000	\$2,370,000	2024
1902817	Mayflower Rd Bridge over NS Railroad	Bridge Rehabilitation of Repair	ST Bridge	RW	\$-	\$90,000	\$90,000	\$5,062,000	2022
1902817	Mayflower Rd Bridge over NS Railroad	Bridge Rehabilitation of Repair	ST Bridge	CN	\$3,572,000	\$893,000	\$4,465,000	\$5,062,000	2024
2100024	Douglas Rd at Bittersweet Rd	Intersection Improvement	CMAQ	PE	\$312,000	\$78,000	\$390,000	\$3,730,000	2023
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

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects									
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
MACOG									
2001101	Clean Air Campaign - 2022	UPWP	CMAQ	PL	\$50,000	\$12,500	\$62,500		2022
2001101	Pictometry	UPWP	STBG	PL	\$523,751	\$224,464	\$748,215		2022

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
Indiana Department of Transportation									
1700020	Intersection of SR 933 and Cleveland Rd, 4.0 mi N of SR 23	Intersection Improvement, W/ Added Turn Lanes	NHPP	CN	\$237,638	\$59,409	\$297,047	\$372,047	2022
1700709	ADA Curb Ramps Along SR 23 in South Bend (St. Joseph County)	ADA Sidewalk Ramp Construction	NHPP	CN	\$222,913	\$55,728	\$278,641	\$278,641	2022
1701538	US 20 over US 31, 2.75 Miles E of SR 23	Bridge Replacement, Steel	NHPP	PE	\$20,400	\$51,000	\$71,400	\$7,608,071	2022
1701538	US 20 over US 31, 2.75 Miles E of SR 23	Bridge Replacement, Steel	NHPP	CN	\$7,780,675	\$1,945,169	\$9,725,844	\$7,608,071	2022
1900011	SR 933 at St. Joseph River, 1.59 mi N of SR 23	Bridge Replacement, Concrete	ST STBG	PE	\$488,000	\$122,000	\$610,000	\$8,402,998	2024
1900011	SR 933 at St. Joseph River, 1.59 mi N of SR 23	Bridge Replacement, Concrete	ST STBG	CN	\$5,486,398	\$1,371,600	\$6,857,998	\$8,402,998	2023 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, Structural	ST STBG	PE	\$168,000	\$42,000	\$210,000	\$5,788,788	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, Structural	ST STBG	CN	\$3,891,830	\$973,158	\$4,864,988	\$5,788,788	2023 2024
1900177	SR 2 from US 20 to US 20/31	HMA Overlay Structural	NHPP	PE	\$57,360	\$14,340	\$71,700	\$16,470,096	2024
1900177	SR 2 from US 20 to US 20/31	HMA Overlay Structural	NHPP	CN	\$12,785,465	\$3,196,366	\$15,981,831	\$16,470,096	2023 2024
1901359	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, Preventive Maintenance	ST STBG	PE	\$151,760	\$37,940	\$189,700	\$3,710,380	2022

TRANSPORTATION IMPROVEMENT PROGRAM

State Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1901359	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, Preventive Maintenance	ST STBG	CN	\$2,415,984	\$603,996	\$3,019,980	\$3,710,380	2022
2000526	SR 331, from N. Jct of US 20 to 0.58 mi. N. of SR 933 (S. of Jefferson Ave)	HMA Overlay, Preventive Maintenance	NHS	PE	\$40,000	\$10,000	\$50,000	\$4,051,865	2023
2000526	SR 331, from N. Jct of US 20 to 0.58 mi. N. of SR 933 (S. of Jefferson Ave)	HMA Overlay, Preventive Maintenance	NHS	CN	\$2,961,492	\$740,373	\$3,701,865	\$4,051,865	2023
2000503	SR 23, from US 30 to 0.84 mi S. of US 6 (Lawrence St.)	HMA Overlay, Preventive Maintenance	ST STBG	PE	\$40,000	\$10,000	\$50,000	\$4,436,985	2023
2000503	SR 23, from US 30 to 0.84 mi S. of US 6 (Lawrence St.)	HMA Overlay, Preventive Maintenance	ST STBG	RW	\$48,000	\$12,000	\$60,000	\$4,436,985	2022
2000503	SR 23, from US 30 to 0.84 mi S. of US 6 (Lawrence St.)	HMA Overlay, Preventive Maintenance	ST STBG	CN	\$3,301,588	\$825,397	\$4,126,985	\$4,436,985	2022 2023
2001649	US20, US20/US31, and US31 bypass at Michigan State line to US 20 bypass at Fort Wayne District	Interchange Modification	NHPP	CN	\$4,016,000	\$1,004,000	\$5,020,000	\$5,820,000	2022 2023
2001650	US20, US20/US31, and US31 bypass at Michigan State line to US 20 bypass at Fort Wayne District	Sign Modernization (Series of Units)	NHPP	CN	\$2,408,000	\$602,000	\$3,010,000	\$3,410,000	2022 2023
1802826	On Call Consultant Plan Review Services FY202-23	Other Type Project (Miscellaneous)	ST STBG	PE	\$6,000,000	\$-	\$6,000,000	\$8,400,000	2022 2023

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	\$31,685,845	\$7,636,168	\$38,180,801
Signing, Marking, Striping and Rumble Strips	ALL	\$1,136,004	\$284,001	\$1,420,005
Traffic Signal System and Lighting Improvements	ALL	\$14,474,329	\$3,618,583	\$18,092,912
Median Guardrail/Cable Projects with no Change to Access	ALL	\$2,341,414	\$585,354	\$2,838,384
Rail Crossing Protection	ALL	\$1,602,500	\$220,278	\$1,822,778

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								
1800618	Bridge over Elkhart River, 4.09 miles N of US 33	Bridge Thin Deck Overlay	ST STBG	CN	\$215,224	\$53,806	\$269,030	2024
1802025	Bridge over Hiltop Pond, 4.28 Miles E of SR 15	Small Structure Replacement	STBG	CN	\$160,000	\$40,000	\$200,000	2022
1900073	SR 13 0.90 Miles South of US 6, Carries UNT of Turkey Creek	Box Culvert Replacement	STP	PE	\$28,000	\$7,000	\$35,000	2022
1900073	SR 13 0.90 Miles South of US 6, Carries UNT of Turkey Creek	Box Culvert Replacement	STP	RW	\$64,000	\$16,000	\$80,000	2022
1900073	SR 13 0.90 Miles South of US 6, Carries UNT of Turkey Creek	Box Culvert Replacement	STP	CN	\$2,326,378	\$296,297	\$2,622,675	2022 2024
1900229	US 20 Carries Stutz Ditch, 0.87 miles east of SR 13	Box Culvert Replacement	NHPP	PE	\$8,000	\$2,000	\$10,000	2022
1900229	US 20 Carries Stutz Ditch, 0.87 miles east of SR 13	Box Culvert Replacement	NHPP	RW	\$16,000	\$4,000	\$20,000	2022
1900229	US 20 Carries Stutz Ditch, 0.87 miles east of SR 13	Box Culvert Replacement	NHPP	CN	\$392,466	\$98,116	\$490,582	2024
1900270	US 20 Carries UNT of Elkhart River, 1.46 E US 33	Small Structure Pipe Lining	NHPP	PE	\$8,000	\$2,000	\$10,000	2022
1900270	US 20 Carries UNT of Elkhart River, 1.46 E US 33	Small Structure Pipe Lining	NHPP	RW	\$16,000	\$4,000	\$20,000	2022
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
1901462	US 6 Bridge over Vagner Ditch, 3.86 miles west of SR 15	Bridge Thin Deck Overlay	NHPP	CN	\$512,455	\$128,114	\$640,569	2022

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1901494	US 20 CDE EB Ramp over CR 17 NB/SB, 03.10 E US 33	Bridge Deck Overlay	NHPP	CE	\$1,024,670	\$256,168	\$1,280,838	2022
1901495	US 20 EB over CR 17 NB/SB, 03.10 E US 33	Bridge Deck Overlay	NHPP	PE	\$3,972,115	\$993,029	\$4,965,144	2022
1901496	US 20 WB over CR 17 NB/SB, 03.10 E US 33	Bridge Deck Overlay	NHPP	RW	\$1,473,722	\$368,431	\$1,842,153	2022
2000199	US 6, over Soloman Creek, .78 mi W of US 33	Bridge Painting	NHPP	CN	\$97,591	\$24,398	\$121,989	2022
2000275	US 20, CR 1 over US 20 EB/WB, 2.16 mi W of SR 19	Substructure Repair and Rehabilitation	NHPP	CN	\$100,009	\$25,002	\$125,011	2022
2000277	US 20, CR 3 over US 20 EB/WB, 1.14 mi W of SR 19	Repair Or Replace Joints	NHPP	CN	\$26,668	\$6,667	\$33,335	2022
2000950	SR 15 Bridge over Elkhart River, 3.36 miles S of SR 119	Bridge Deck Overlay	ST STBG	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	\$3,276,608	\$819,152	\$4,095,760	2024
2002356	US 6, 1.3 miles West of SR 15, at CR 19.INDOT Unit over Unt Turkey Creek	Small Structure Replacement	NHPP	PE	\$120,000	\$30,000	\$150,000	2022
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
2001822	SR 15 over NS RR, Rock Run Creek, 0.1 miles North of US 33	Bridge Deck Overlay	STP	PE	\$853,552	\$213,388	\$1,066,940	2022
2001822	SR 15 over NS RR, Rock Run Creek, 0.1 miles North of US 33	Bridge Deck Overlay	STP	CN	\$5,739,736	\$1,434,937	\$7,174,673	2025
2002137	US 20 EB Bridge over CR 20, 2.82 miles East of SR 19	Bridge Deck Overlay	NHPP	PE	\$219,776	\$54,944	\$274,720	2022
2002138	US 20 WB Bridge over CR 20, 2.82 miles East of SR 19	Bridge Deck Overlay	NHPP	PE	\$219,776	\$54,944	\$274,720	2022

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2002262	US 6, 0.14 miles West of SR 15, Large Culvert for Preston Miles Ditch	Small Structure Replacement	NHPP	PE	\$144,000	\$36,000	\$180,000	2022
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
2002263	US 6, 1.3 miles East of SR 15, Large Culvert for Buzzard Hill Drain	Small Structure Replacement	NHPP	PE	\$120,000	\$30,000	\$150,000	2022
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
1902893	Locations on US 20 in Elkhart County between RP;s 90+14 and 112+11	Small Structures & Drains Construction	NHPP	PE	\$8,000	\$2,000	\$10,000	2022
1902893	Locations on US 20 in Elkhart County between RP;s 90+14 and 112+11	Small Structures & Drains Construction	NHPP	RW	\$8,000	\$2,000	\$10,000	2022
1902893	Locations on US 20 in Elkhart County between RP;s 90+14 and 112+11	Small Structures & Drains Construction	NHPP	CN	\$251,644	\$62,911	\$314,555	2022 20223
1701383	SR 14, Carrying Joseph Metzger Ditch, 4.00 Miles E of SR 15	Small Structure Replacement	STBG	CN	\$377,947	\$94,487	\$472,434	2022
1800015	Bridge carries SR 13 over Tennant Ditch, 5.67 Miles N of SR 14	Small Structure Replacement	STBG	RW	\$16,000	\$4,000	\$20,000	2022
1800015	Bridge carries SR 13 over Tennant Ditch, 5.67 Miles N of SR 14	Small Structure Replacement	STBG	CN	\$1,110,131	\$277,533	\$1,387,664	2023
1901482	SR 15 Bridge over NS RR (Chicago), 4.02 miles north of SR 14	Bridge Thin Deck Overlay	ST STBG	CN	\$640,144	\$160,036	\$800,180	2022
2000327	SR 13 over UNT Koontz Ditch, 3.49 mi N of SR 14	Channel Clearing And Protection	ST STBG	CN	\$38,068	\$9,517	\$47,585	2022
2000593	US 30 Bridge over Deeds Creek, EB, 0.96 miles E of SR 15	Bridge Thin Deck Overlay	NHPP	CN	\$161,727	\$40,432	\$202,159	2023
2000596	US 30 Bridge over Deeds Creek, WB, 0.96 miles E of SR 15	Bridge Thin Deck Overlay	NHPP	CN	\$161,727	\$40,432	\$202,159	2023
2000910	SR 19 Bridge over Tippecanoe River, 0.28 miles S of SR 10	Bridge Thin Deck Overlay	ST STBG	CN	\$908,168	\$227,042	\$1,135,210	2023

INDOT Ft. Wayne District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2002011	US 30 over NS RR (MARION), 0.12 miles E of SR 15	Bridge Deck Overlay	NHPP	PE	\$227,520	\$56,880	\$284,400	2022
2002011	US 30 over NS RR (MARION), 0.12 miles E of SR 15	Bridge Deck Overlay	NHPP	CN	\$1,628,187	\$407,047	\$2,035,234	2025
2002014	US 30 over NS RR (MARION), 0.12 miles E of SR 15	Bridge Deck Overlay	NHPP	PE	\$113,760	\$28,440	\$142,200	2022
2002239	SR 14, 2.47 miles East of SR 15, Large Culvert for Nelson Ditch	Small Structure Replacement	STP	PE	\$120,000	\$30,000	\$150,000	2022
2002239	SR 14, 2.47 miles East of SR 15, Large Culvert for Nelson Ditch	Small Structure Replacement	STP	RW	\$32,000	\$8,000	\$40,000	2024
1383525	SR 19, 5.72 miles NO of SR 14, Carries Little Yellow Creek	Pipe Lining	STBG	CN	\$168,050	\$42,012	\$210,062	2022
1601969	SR 13, 2.88 miles S of US 6, UNT of Skinner Ditch	Pipe Lining	STBG	CN	\$238,405	\$59,601	\$298,006	2022
1902889	FY22 IDIQ, Various Locations throughout the Fort Wayne District	District Wide Bridge Mainenance	ST STBG	CN	\$800,000	\$200,000	\$1,000,000	2022
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
Signing, Marking, Striping and Rumble Strips								
1701252	Statewide Placeholder for RPM's in Traffic Safety Program	Raised Pavement Markings, Refurbished	Multiple	CN	\$1,136,004	\$284,001	\$1,420,005	2022
Traffic Signal System and Lighting Improvements								
2001717	Traffic Signal and Flasher Locations within the Fort Wayne District - Locations available upon request	Traffic Signals Modernization	STBG	CN	\$1,510,198	\$377,550	\$1,887,748	2023
2001733	Various Signals within the Fort Wayne District	Traffic Signals Modernization	STBG	PE	\$280,000	\$70,000	\$350,000	2022

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT Ft. Wayne District: Grouped Projects								
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1701255	Statewide placeholder for traffic signal modernization in Traffic Safety Program	Traffic Signals Modernization	Multiple	CN	\$4,276,510	\$1,069,127	\$5,345,637	2022
1801779	FY2023 Statewide Placeholder -Safety Asset Program	Traffic Signals Modernization	Multiple	CN	\$5,744,855	\$1,436,214	\$7,181,069	2023
2001535	Various Locations within the Fort Wayne District - Locations available upon request	Traffic Signals Modernization	ST STBG	CN	\$1,438,922	\$359,731	\$1,798,653	2023
2001537	Uninterruptible Power Supplies (UPS) at various signal locations in the District	Traffic Signals Modernization	ST STBG	CN	\$423,844	\$105,961	\$529,805	2023
1902037	FY 2022, Various Locations within the Fort Wayne District	Traffic Signal Visibility Improvements	ST STBG	CN	\$800,000	\$200,000	\$1,000,000	2022
Median Gaurdail, Cable Projects with no change to access								
1902012	Various Locations Throughout the Fort Wayne District	Gaurdail Attenuators, New or Modernized	ST STBG	RW	\$200,000	\$50,000	\$250,000	2023
1902012	Various Locations Throughout the Fort Wayne District	Gaurdail Attenuators, New or Modernized	ST STBG	CN	\$870,707	\$217,677	\$1,088,384	2024
1902897	FY23, Various Locations Throughout the Fort Wayne District	Gaurdail Attenuators, New or Modernized	ST STBG	CN	\$870,707	\$217,677	\$1,088,384	2023
1902039	FY 2022, Various Locations within the Fort Wayne District	Gaurdail Attenuators, New or Modernized	ST STBG	CN	\$400,000	\$100,000	\$500,000	2022
Rail Crossing Protection								
1801265	Beaver Lane at NS RR DOT # 510019A in Goshen	Railroad Protection	Section 130	CN	\$342,000	\$38,000	\$380,000	2022
1900391	Madison St. at NS RR DOT # 510039L in Goshen	Railroad Protection	Section 130	CN	\$344,500	\$38,278	\$382,778	2022
1900490	NS RR Crossing DOT # 478509G in Mentone	Railroad Protection	Section 130	CN	\$304,000	\$76,000	\$380,000	2023
2000780	Main St. - Norfolk Southern Railway Co. - DOT # 522506F	Railroad Protection	Section 130	CN	\$306,000	\$34,000	\$340,000	2023
2000781	Middlebury St - Norfolk Southern Railway Co. - DOT # 522662S	Railroad Protection	Section 130	CN	\$306,000	\$34,000	\$340,000	2023

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	\$40,248,836	\$9,991,981	\$50,311,321
Signing, Marking, Striping and Rumble Strips	ALL	\$5,733,657	\$2,513,414	\$7,867,071
Traffic Signal System and Lighting Improvements	ALL	\$19,774,323	\$4,953,579	\$28,439,279
Median Guardrail/Cable Projects with no Change to Access	ALL	\$-	\$-	\$-
Rail Crossing Protection	ALL	\$1,224,000	\$136,000	\$1,360,000

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								
1702081	SR 110, 0.78 Miles E of SR 17	Small Structure Pipe Lining	Bridge	CN	\$45,490	\$11,372	\$56,862	2022
1703019	US 30 0.47 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703019	US 30 0.47 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$158,446	\$39,611	\$198,057	2023
1703022	US 30 Under CR 12B Rd	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703022	US 30 Under CR 12B Rd	Small Structure Pipe Lining	Bridge	CN	\$56,458	\$14,114	\$70,572	2023
1703028	US 30 2.87 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$56,000	\$14,000	\$70,000	2022
1703028	US 30 2.87 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$1,307,852	\$326,963	\$1,634,815	2022 2023
1703029	US 30 4.07 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703029	US 30 4.07 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$347,807	\$86,952	\$434,759	2023
1703032	US 6, 3.90 Miles W of US 31	Small Structure Replacement	Bridge	PE	\$48,000	\$12,000	\$60,000	2023
1703032	US 6, 3.90 Miles W of US 31	Small Structure Replacement	Bridge	RW	\$8,000	\$2,000	\$10,000	2022
1703032	US 6, 3.90 Miles W of US 31	Small Structure Replacement	Bridge	CN	\$3,868,709	\$861,946	\$4,730,655	2022 2023
1703033	SR 10, .04 mi W JCT of SR 117	Small Structure Replacement	ST STBG	PE	\$17,520	\$4,380	\$21,900	2024
1703033	SR 10, .04 mi W JCT of SR 117	Small Structure Replacement	ST STBG	CN	\$210,134	\$52,533	\$262,667	2023 2024
1800207	US 30 1.05 mi E of SR 331	Small Structure Pipe Lining	Bridge	RW	\$8,000	\$2,000	\$10,000	2022

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1800207	US 30 1.05 mi E of SR 331	Small Structure Pipe Lining	Bridge	CN	\$111,070	\$27,768	\$138,838	2023
1901403	US 31 NB at CFE RR, 2 CO Roads, 1.19 mi S of US 30	Bridge Painting	NHS (Bridge)	PE	\$75,200	\$18,800	\$94,000	2022
1901403	US 31 NB at CFE RR, 2 CO Roads, 1.19 mi S of US 30	Bridge Painting	NHS (Bridge)	CN	\$1,043,056	\$260,764	\$1,303,820	2022
1901404	US 31 SB at CFE RR, 2 CO Roads, 1.19 mi S of US 30	Bridge Painting	NHS (Bridge)	PE	\$20,000	\$5,000	\$25,000	2022
1901404	US 31 SB at CFE RR, 2 CO Roads, 1.19 mi S of US 31	Bridge Painting	NHS (Bridge)	CN	\$236,722	\$59,180	\$295,902	2022
1901412	US 30 WB over SR 17, 2.19 mi W of US 31	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$17,600	\$4,400	\$22,000	2022
1901412	US 30 WB over SR 17, 2.19 mi W of US 31	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$188,806	\$47,202	\$236,008	2022
1901413	US 30 EB over SR 17, 2.19 mi W of US 31	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$17,600	\$4,400	\$22,000	2022
1901413	US 30 EB over SR 17, 2.19 mi W of US 31	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$188,806	\$47,202	\$236,008	2022
2000059	US 6 US 6 over Stock Ditch, 0.5 mi W of SR 106 (W. Jct.)	Bridge Deck Overlay	NHS (Bridge)	PE	\$8,000	\$2,000	\$10,000	2023
2000059	US 6 US 6 over Stock Ditch, 0.5 mi W of SR 106 (W. Jct.)	Bridge Deck Overlay	NHS (Bridge)	CN	\$288,401	\$72,100	\$360,501	2022 2023
2000101	US 31, Plym/Goshen Trail @ US 31 SB/NB, 1.32 mi N of US 30	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$20,000	\$5,000	\$25,000	2023
2000101	US 31, Plym/Goshen Trail @ US 31 SB/NB, 1.32 mi N of US 30	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$176,211	\$44,053	\$220,264	2022 2023
2000109	US 31 W 6th Rd @ US 31 SB/NB, 3.07 mi N of US 30	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$20,000	\$5,000	\$25,000	2023

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2000109	US 31 W 6th Rd @ US 31 SB/NB, 3.07 mi N of US 30	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$124,548	\$31,137	\$155,685	2022 2023
2000454	US 31 SB, over Mangun Arm Ditch, 1.19 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$160,000	\$40,000	\$200,000	2024
2000454	US 31 SB, over Mangun Arm Ditch, 1.19 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$1,074,109	\$268,527	\$1,342,636	2023 2024
2000455	US 31 NB, over Mangun Arm Ditch, 1.19 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000455	US 31 NB, over Mangun Arm Ditch, 1.19 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,580	\$67,145	\$335,725	2023 2024
2000620	US 31 SB, over E 1st Rd, 1.12 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000620	US 31 SB, over E 1st Rd, 1.12 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024
2000622	US 31 NB, over E 1st Rd, 1.12 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000622	US 31 NB, over E 1st Rd, 1.12 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024
2000663	SR 10 over Myers Ditch, 1.09 Mi W of US 31	Bridge Thin Deck Overlay	STBG	PE	\$24,960	\$6,240	\$31,200	2024
2000663	SR 10 over Myers Ditch, 1.09 Mi W of US 31	Bridge Thin Deck Overlay	STBG	CN	\$149,526	\$37,382	\$186,908	2023 2024
2000670	SR 10 over Wolf Creek, 2.42 Mi W of US 31	Bridge Thin Deck Overlay	STBG	PE	\$24,960	\$6,240	\$31,200	2024
2000670	SR 10 over Wolf Creek, 2.42 Mi W of US 31	Bridge Thin Deck Overlay	STBG	CN	\$149,526	\$37,382	\$186,908	2023 2024

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2000775	US 31 , 1.00 mi S Jct. SR 10	Small Structure Pipe Lining	NHS	PE	\$444,000	\$111,000	\$555,000	2024
2000775	US 31 , 1.00 mi S Jct. SR 10	Small Structure Pipe Lining	NHS	RW	\$32,000	\$8,000	\$40,000	2022
2000775	US 31 , 1.00 mi S Jct. SR 10	Small Structure Pipe Lining	NHS	CN	\$545,678	\$136,419	\$682,097	2023 2024
2000810	SR 331 over Armey Ditch, 0.09 mi S of SR 106	Bridge Deck Overlay	STBG	PE	\$40,000	\$10,000	\$50,000	2024
2000810	SR 331 over Armey Ditch, 0.09 mi S of SR 106	Bridge Deck Overlay	STBG	CN	\$338,726	\$84,681	\$423,407	2022 2023
2000996	US 6 Small Structure Pipe Lining+F51:F66	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$188,000	\$47,000	\$235,000	2022
2001030	US 31 NB over Yellow River, 0.88 mi N of US 30	Bridge Deck Sealing	NHS (Bridge)	CN	\$48,000	\$12,000	\$60,000	2022
2001034	US 31 SB over Yellow River, 0.88 mi N of US 30	Bridge Deck Sealing	NHS (Bridge)	CN	\$48,000	\$12,000	\$60,000	2022
2002301	US 30 Small Structure Pipe Lining	Small Structure Pipe Lining	NHPP	PE	\$56,000	\$14,000	\$70,000	2022
2002301	US 30 Small Structure Pipe Lining	Small Structure Pipe Lining	NHPP	CN	\$196,184	\$49,046	\$245,230	2023 2024 2025
1700032	US 20 1.50mi W of SR 23	Small Structure Pipe Lining	Bridge	CN	\$236,633	\$59,158	\$295,791	2022
1700039	SR 23 4.65mi S of US 31/20	Small Structure Replacement	Bridge	CN	\$672,376	\$168,094	\$840,470	2022
1701317	SR 331, 5.48 Miles S of US 33	Small Structure Pipe Lining	Bridge	CN	\$102,730	\$25,682	\$128,412	2022

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1701330	US 31, at end of interchange	Small Structure Pipe Lining	Bridge	CN	\$79,382	\$19,845	\$99,227	2022
1701333	US 20, 0.90 Miles S of Jct SR 20	Small Structure Pipe Lining	Bridge	CN	\$109,266	\$27,317	\$136,583	2022
1701416	US 20, 1.30 Miles N of Jct of SR 23	Small Structure Pipe Lining	Bridge	CN	\$410,359	\$102,590	\$512,949	2022
2000061	US 31 US 31 SB over US 20 WB/EB Lincolnway, 1.69 mi S I-90	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$12,000	\$3,000	\$15,000	2023
2000061	US 31 US 31 SB over US 20 WB/EB Lincolnway, 1.69 mi S I-90	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$214,667	\$53,667	\$268,334	2022 223
2000077	US 31 US 31 over US 31 NB/SB, 0.55 mi S I-90	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$8,000	\$2,000	\$10,000	2023
2000077	US 31 US 31 over US 31 NB/SB, 0.55 mi S I-90	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$197,125	\$49,281	\$246,406	2022 223
2000084	SR 331 SR 331 NB over GTW RR, 0.83 mi S of I-80 / I-90	Bridge Deck Overlay	NHPP	PE	\$80,000	\$20,000	\$100,000	2023
2000084	SR 331 SR 331 NB over GTW RR, 0.83 mi S of I-80 / I-90	Bridge Deck Overlay	NHPP	CN	\$2,130,837	\$532,709	\$2,663,546	2022 223
2000088	SR 331 SR 331 SB over GTW RR, 0.83 mi S of I-80 / I-90	Bridge Deck Overlay	NHS (Bridge)	PE	\$40,000	\$10,000	\$50,000	2023
2000088	SR 331 SR 331 SB over GTW RR, 0.83 mi S of I-80 / I-90	Bridge Deck Overlay	NHS (Bridge)	CN	\$1,024,191	\$256,048	\$1,280,239	2022 223
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	Bridge	PE	\$8,000	\$2,000	\$10,000	2022
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	Bridge	RW	\$16,000	\$4,000	\$20,000	2022

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	Bridge	CN	\$460,065	\$115,016	\$575,081	2023
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	STPBG	RW	\$16,000	\$40,000	\$56,000	2022
1703031	US 31, 1.84 Miles N of SR 4	Small Structure Replacement	STPBG	CN	\$468,065	\$117,016	\$585,081	2022 2023
1901374	US 20 over Ardmore Trail, 2 RR, 1.08 mi W of SR 2 E Jct	Bridge Deck Overlay	NHS (Bridge)	PE	\$32,800	\$8,200	\$41,000	2022
1901374	US 20 over Ardmore Trail, 2 RR, 1.08 mi W of SR 2 E Jct	Bridge Deck Overlay	NHS (Bridge)	CN	\$366,922	\$91,730	\$458,652	2022
1901387	SR 23 over Mishawaka Ave, 0.19 mi N of SR 933	Bridge Deck Overlay	NHS (Bridge)	PE	\$61,600	\$15,400	\$77,000	2022
1901387	SR 23 over Mishawaka Ave, 0.19 mi N of SR 933	Bridge Deck Overlay	NHS (Bridge)	CN	\$666,560	\$166,640	\$833,200	2022
1901399	SR 23 Over SR 933 NB/Lincolnway, 0.88 mi S of US 20	Bridge Deck Overlay	STBG	PE	\$306,880	\$76,720	\$383,600	2022
1901399	SR 23 Over SR 933 NB/Lincolnway, 0.88 mi S of US 20	Bridge Deck Overlay	STBG	CN	\$3,478,749	\$869,687	\$4,348,436	2022
1901427	US 20 over Ireland Road at US20 EB/WB	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$33,280	\$8,320	\$41,600	2022
1901427	US 20 over Ireland Road at US20 EB/WB	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$352,140	\$88,035	\$440,175	2022
1901432	US 20 over Locust Road at US 20/31 EB/WB, 0.99 mi E of SR 23	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$17,600	\$4,400	\$22,000	2022
1901432	US 20 over Locust Road at US 20/31 EB/WB, 0.99 mi E of SR 23	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$186,228	\$46,557	\$232,785	2022

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1901473	Fellows St over US20, 0.26 mi E of US 31	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$23,200	\$5,800	\$29,000	2022
1901473	Fellows St over US20, 0.26 mi E of US 31	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$245,383	\$61,346	\$306,729	2022
1901477	Johnson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$17,600	\$4,400	\$22,000	2022
1901477	Johnson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$186,153	\$46,538	\$232,691	2022
1901478	Jackson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$31,200	\$7,800	\$39,000	2022
1901478	Jackson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$329,998	\$82,499	\$412,497	2022
2000060	WB over US 20 WB/EB Lincolnway, 1.69 mi S I-90	Bridge Thin Deck Overlay	ST STBG	PE	\$32,000	\$8,000	\$40,000	2023
2000060	WB over US 20 WB/EB Lincolnway, 1.69 mi S I-90	Bridge Thin Deck Overlay	ST STBG	CN	\$626,779	\$156,695	\$783,474	2022 2023
2000124	SR 23 over Pine Creek, 0.25 N US 6	Bridge Thin Deck Overlay	ST STBG	PE	\$8,000	\$2,000	\$10,000	2023
2000124	SR 23 over Pine Creek, 0.25 N US 6	Bridge Thin Deck Overlay	ST STBG	CN	\$145,769	\$36,442	\$182,211	2022 2023
2000443	US 31 SB, over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHPP	PE	\$360,000	\$90,000	\$450,000	2024
2000443	US 31 SB, over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHPP	CN	\$2,340,646	\$585,161	\$2,925,807	2023 2024
2000445	US 31 NB over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2000445	US 31 NB over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,580	\$67,145	\$335,725	2023 2024
2000654	Over US 31 over US 31 at Miller Rd Nb/SB, 2.80 mi N of SR 4	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000654	Over US 31 at Miller Rd Nb/SB, 2.80 mi N of SR 4	Bridge Thin Deck Overlay	NHS	CN	\$242,026	\$60,507	\$302,533	2023 2024
2000659	Over US 31 at Lake Trail NB/SB, 4.43 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000659	Over US 31 at Lake Trail NB/SB, 4.43 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$245,553	\$61,388	\$306,941	2023 2024
2000682	US 31 at New Rd NB/SB, 2.15 mi N of SR 4	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000682	US 31 at New Rd NB/SB, 2.15 mi N of SR 4	Bridge Thin Deck Overlay	NHS	CN	\$242,026	\$60,507	\$302,533	2023 2024
2000686	US 31 SB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000686	US 31 SB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024
2000688	US 31 NB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000688	US 31 NB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024
2000690	US 31 NB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000690	US 31 NB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024

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INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2000756	US 31 SB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000756	US 31 SB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,457	\$67,114	\$335,571	2023 2024
2000798	US 31 at Adams Rd over US 31 NB/SB, 1.48 mi N I-80/90	Bridge Deck Overlay	NHPP	PE	\$24,000	\$6,000	\$30,000	2024
2000798	US 31 at Adams Rd over US 31 NB/SB, 1.48 mi N I-80/90	Bridge Deck Overlay	NHPP	CN	\$320,179	\$80,045	\$400,224	2023 2024
1901477	Johnson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$17,600	\$4,400	\$22,000	2022
1901477	Johnson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$186,153	\$46,538	\$232,691	2022
1901478	Jackson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	PE	\$31,200	\$7,800	\$39,000	2022
1901478	Jackson Rd over US 31 NB/SB, 0.50 mi S of US 20	Bridge Thin Deck Overlay	NHS (Bridge)	CN	\$329,998	\$82,499	\$412,497	2022
2000060	WB over US 20 WB/EB Lincolnway, 1.69 mi S I-90	Bridge Thin Deck Overlay	ST STBG	PE	\$32,000	\$8,000	\$40,000	2023
2000060	WB over US 20 WB/EB Lincolnway, 1.69 mi S I-90	Bridge Thin Deck Overlay	ST STBG	CN	\$626,779	\$156,695	\$783,474	2022 2023
2000124	SR 23 over Pine Creek, 0.25 N US 6	Bridge Thin Deck Overlay	ST STBG	PE	\$8,000	\$2,000	\$10,000	2023
2000124	SR 23 over Pine Creek, 0.25 N US 6	Bridge Thin Deck Overlay	ST STBG	CN	\$145,769	\$36,442	\$182,211	2022 2023
2000443	US 31 SB, over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHPP	PE	\$360,000	\$90,000	\$450,000	2024

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2000443	US 31 SB, over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHPP	CN	\$2,340,646	\$585,161	\$2,925,807	2023 2024
2000445	US 31 NB over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000445	US 31 NB over Heston Ditch, 3.92 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,580	\$67,145	\$335,725	2023 2024
2000654	Over US 31 over US 31 at Miller Rd Nb/SB, 2.80 mi N of SR 4	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000654	Over US 31 at Miller Rd Nb/SB, 2.80 mi N of SR 4	Bridge Thin Deck Overlay	NHS	CN	\$242,026	\$60,507	\$302,533	2023 2024
2000659	Over US 31 at Lake Trail NB/SB, 4.43 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000659	Over US 31 at Lake Trail NB/SB, 4.43 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$245,553	\$61,388	\$306,941	2023 2024
2000682	US 31 at New Rd NB/SB, 2.15 mi N of SR 4	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000682	US 31 at New Rd NB/SB, 2.15 mi N of SR 4	Bridge Thin Deck Overlay	NHS	CN	\$242,026	\$60,507	\$302,533	2023 2024
2000686	US 31 SB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000686	US 31 SB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024
2000688	US 31 NB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000688	US 31 NB, over Roosevelt Rd, 2.24 mi S of US 20	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024

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INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2000690	US 31 NB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000690	US 31 NB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,474	\$67,119	\$335,593	2023 2024
2000756	US 31 SB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	PE	\$40,000	\$10,000	\$50,000	2024
2000756	US 31 SB over SR 4, 6.63 mi N of US 6	Bridge Thin Deck Overlay	NHS	CN	\$268,457	\$67,114	\$335,571	2023 2024
2000798	US 31 at Adams Rd over US 31 NB/SB, 1.48 mi N I-80/90	Bridge Deck Overlay	NHPP	PE	\$24,000	\$6,000	\$30,000	2024
2000798	US 31 at Adams Rd over US 31 NB/SB, 1.48 mi N I-80/90	Bridge Deck Overlay	NHPP	CN	\$320,179	\$80,045	\$400,224	2023 2024
1900017	SR 2, 6.5 mi W of JCT of US 31	Small Structure Replacement	NHS (Bridge)	PE	\$57,360	\$14,340	\$71,700	2024
1900017	SR 2, 6.5 mi W of JCT of US 31	Small Structure Replacement	NHS (Bridge)	CN	\$649,388	\$162,347	\$811,735	2023 2024
1901406	SR 331 over drainage ditch, 2.93 mi S of US 933	Pipe Lining	NHS (Bridge)	PE	\$20,400	\$4,100	\$24,500	2022
1901406	SR 331 over drainage ditch, 2.93 mi S of US 933	Pipe Lining	NHS (Bridge)	CN	\$223,473	\$55,868	\$279,341	2022
2002007	US 20 over York Road, 1.38 mi E of US 31	Bridge Deck Overlay	NHPP	PE	\$640,000	\$160,000	\$800,000	2022
2002007	US 20 over York Road, 1.38 mi E of US 31	Bridge Deck Overlay	NHPP	CN	\$4,959,870	\$1,239,968	\$6,199,838	2023 2024
2002289	SR 4, 1.2 mi W of US 31	Small Structure Replacement	ST STBG	PE	\$84,400	\$21,100	\$105,500	2022 2025

INDOT LaPorte District: Grouped Projects

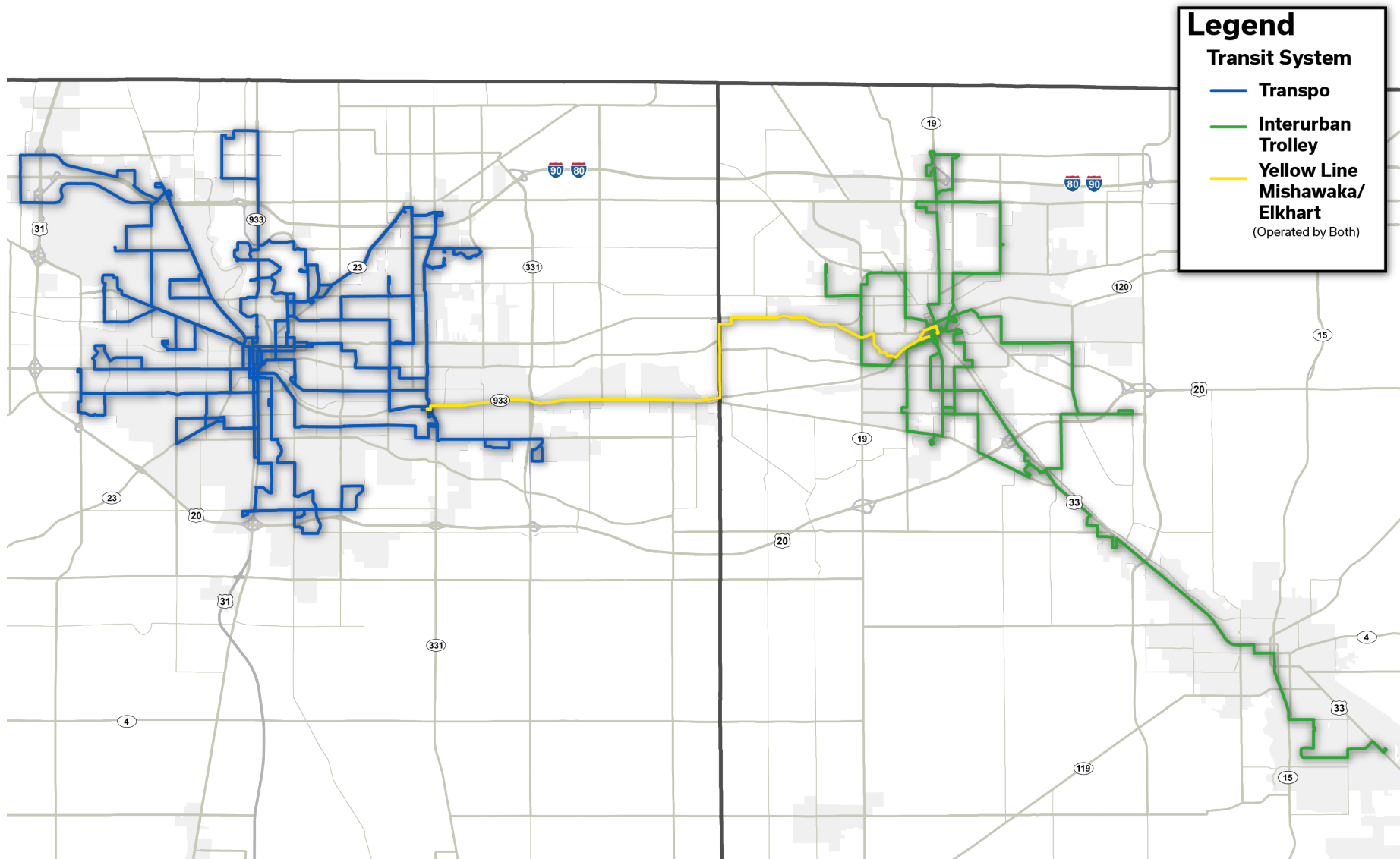
DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
2002289	SR 4, 1.2 mi W of US 31	Small Structure Replacement	ST STBG	CN	\$512,565	\$128,141	\$640,706	2023 2025
2002290	SR 23 over ditch, 1.05 mi N of US 31/20 Jct.	Small Structure Pipe Lining	ST STBG	PE	\$56,000	\$14,000	\$70,000	2022
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
2000016	IDIQ Various Locations Throughout the LaPorte District	District Wide Bridge Maintenance	Multiple	CN	\$800,000	\$200,000	\$1,000,000	2022
Signing, Marking, Striping and Rumble Strips								
1901815	LaPorte District Placeholder for RPM Refurbishment 2024	Raised Pavement Markings, Refurbished	Multiple	CN	\$480,000	\$1,200,000	\$1,680,000	2024
1800948	LaPorte District Signal Controller/ Communications Upgrade in Fiscal Year	ITS Traffic Management Systems	Multiple	PE	\$136,000	\$34,000	\$170,000	2022
1800948	LaPorte District Signal Controller/ Communications Upgrade in Fiscal Year	ITS Traffic Management Systems	Multiple	CN	\$1,425,653	\$356,413	\$1,782,066	2023
1901824	LaPorte District Placeholder for Pedestrian Signals (Countdown/APS)	Pedestrian Flashing Beacons, Installed	Multiple	CN	\$80,000	\$20,000	\$100,000	2024
2002529	Various Locations throughout the LaPorte District - FY22 RPM's	Raised Pavement Markings, Refurbished	Multiple	CN	\$536,000	\$134,000	\$670,000	2022
1701252	Statewide Placeholder for RPM's in Traffic Safety Program	Raised Pavement Markings, Refurbished	Multiple	CN	\$1,136,004	\$284,001	\$1,420,005	2022
1801780	FY2023 Statewide Placeholder for RPM Refurbishment in Traffic/Safety	Raised Pavement Markings, Refurbished	Multiple	CN	\$1,940,000	\$485,000	\$2,425,000	2023
Traffic Signal System and Lighting Improvements								
1902632	Various Locations within the LaPorte District	Traffic Signal Modernization	HSIP	PE	\$230,400	\$57,600	\$288,000	2022

TRANSPORTATION IMPROVEMENT PROGRAM

INDOT LaPorte District: Grouped Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Fiscal Year
1902632	Various Locations within the LaPorte District	Traffic Signal Modernization	HSIP	CN	\$2,887,190	\$721,797	\$3,608,987	2022 2023
1701598	Signals on Various Routes within the Counties of Marshall, Pulaski and Cass	Traffic Signal Modernization	NHPP	CN	\$1,256,178	\$314,044	\$1,570,222	2022
1901813	LaPoret District Placeholder for Traffic Signal Modernizations 2024	Traffic Signal Modernization	Multiple	CN	\$1,860,000	\$465,000	\$2,325,000	2024
1902632	Various Routes throughout the LaPortet District	Repair or Replace Lighting	Multiple	PE	\$230,400	\$57,600	\$288,000	2022
1902632	Various Routes throughout the LaPortet District	Repair or Replace Lighting	Multiple	CN	\$2,887,190	\$721,797	\$3,608,987	2022
2002531	US12, US20, and US421, SR17 is the Corridor in Plymouth	Traffic Signal Visibility Improvements	Multiple	CN	\$560,000	\$140,000	\$700,000	2022
1701255	Placeholder for traffic signal modernization in Traffic Safety Program	Traffic Signal Modernization	Multiple	CN	\$4,276,510	\$1,069,127	\$5,345,637	2022
1801779	FY2023 Statewide Placeholder for Traffic Signal Modernization - Safety Asset Program	Traffic Signal Modernization	Multiple	CN	\$5,744,855	\$1,436,214	\$7,181,069	2023
2100032	SR 23 at the intersection of SR 933 (Main St)	Traffic Signal Modernization	ST STBG	RW	\$-	\$10,000	\$10,000	2022
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								
2000840	Pine Rd - Norfolk Southern RR Co. - DOT # 522567W	Railroad Protection	STBG	CN	\$306,000	\$34,000	\$340,000	2023
2000841	County Club Rd - Norfolk Southern RR Co. - DOT # 522568D	Railroad Protection	STBG	CN	\$306,000	\$34,000	\$340,000	2023
2000842	Quince Rd - Norfolk Southern RR Co. - Dot # 522568D	Railroad Protection	STBG	CN	\$306,000	\$34,000	\$340,000	2023
2000843	Pear Rd - Norfolk Southern RR - DOT # 522571L	Railroad Protection	STBG	CN	\$306,000	\$34,000	\$340,000	2023

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-22-011	Operating Assistance	Transit Operating	5307	\$1,344,526	\$1,344,526	\$2,689,052	2022
MAC-22-012	Vehicle Replacement - Buses (1)	Transit Communications Eqpt	5307	\$395,000	\$98,750	\$493,750	2022
MAC-22-013	Vehicle Replacement - Paratransit (3)	Transit Communications Eqpt	5307	\$150,000	\$37,500	\$187,500	2022
MAC-23-013	Operating Assistance	Transit Purchase Vehicles	5307	\$1,344,526	\$1,344,526	\$2,689,052	2023
MAC-23-014	Vehicle Replacement - Buses (1)	Transit Purchase Vehicles	5307	\$395,000	\$98,750	\$493,750	2023
MAC-23-015	Vehicle Replacement - Paratransit (3)	Transit Operating	5307	\$150,000	\$37,500	\$187,500	2023
South Bend Urbanized: Transpo							
MAC-22-003	Buy Associated Capital	Transit Operating	5307	\$200,000	\$50,000	\$250,000	2022
MAC-22-004	Tire Lease	Transit Operating	5307	\$200,000	\$50,000	\$250,000	2022
MAC-22-005	Acquire-ADP Hardware	Transit Operating	5307	\$160,000	\$40,000	\$200,000	2022
MAC-22-006	Acquire-ADP Software	Transit Operating	5307	\$40,000	\$10,000	\$50,000	2022
MAC-22-007	Rehab/Renovate Facilities	Transit Operating	5307	\$80,000	\$20,000	\$100,000	2022
MAC-22-008	Preventative Maintenance	Transit Operating	5307	\$1,040,000	\$260,000	\$1,300,000	2022

Transit Program of Projects

DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
MAC-22-009	Operating Assistance - Paratransit	Transit Operating	5307	\$400,000	\$100,000	\$500,000	2022
MAC-22-010	Operating Assistance - Fixed Route	Transit Operating	5307	\$604,226	\$604,226	\$1,208,452	2022
MAC-22-001	Rehab/Renovate Facilities	Transit Operating	5339	\$160,000	\$40,000	\$200,000	2022
MAC-22-002	Buy Replacement < 35 Ft Bus	Transit Vehicle Purchase	5339	\$76,500	\$13,500	\$90,000	2022
MAC-23-003	Buy Associated Capital	Transit Operating	5307	\$200,000	\$50,000	\$250,000	2023
MAC-23-004	Tire Lease	Transit Operating	5307	\$40,000	\$10,000	\$50,000	2023
MAC-23-005	Acquire-ADP Hardware	Transit Operating	5307	\$40,000	\$10,000	\$50,000	2023
MAC-23-006	Acquire-ADP Software	Transit Operating	5307	\$40,000	\$10,000	\$50,000	2023
MAC-23-007	Rehab/Renovate Facilities	Transit Operating	5307	\$80,000	\$20,000	\$100,000	2023
MAC-23-008	Preventative Maintenance	Transit Operating	5307	\$1,040,000	\$260,000	\$1,300,000	2023
MAC-23-009	Operating Assistance - Paratransit	Transit Operating	5307	\$400,000	\$100,000	\$500,000	2023
MAC-23-010	Operating Assistance - Fixed Route	Transit Operating	5307	\$750,000	\$750,000	\$1,500,000	2023
MAC-23-011	Acquire - Shop Equipment	Transit Operating	5307	\$80,000	\$20,000	\$100,000	2023

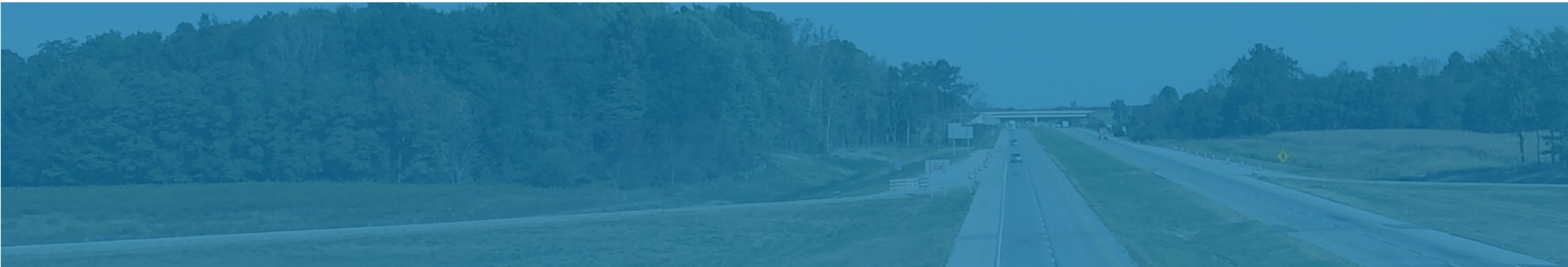
TRANSPORTATION IMPROVEMENT PROGRAM

Transit Program of Projects

DES	Projects	Work Type	Fund Type	Federal	Match	Total	Fiscal Year
MAC-23-012	Acquire - Support Vehicle	Transit Operating	5307	\$80,000	\$20,000	\$100,000	2023
MAC-23-001	Rehab/Renovate Facilities	Transit Operating	5339	\$200,000	\$160,000	\$360,000	2023
MAC-23-002	Buy Replacement < 35 Ft Bus	Transit Vehicle Purchase	5339	\$150,000	\$127,500	\$277,500	2023

Rural Transit Program of Projects

DES	Projects	Fund Type	Federal	Match	Total	Fiscal Year
1802857	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2022
1802857	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2022
1802858	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2023
1802858	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2023
1802859	Operating assistance for KABS	5311	\$359,921	\$381,812	\$741,733	2024
1802859	Operating assistance for Marshall County	5311	\$191,385	\$262,924	\$454,309	2024



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COMMENTS RECEIVED

94 |Public Comments

95 |Stakeholder Comments





APPENDIX A





Public Comment

Date	Submitted By	Comment	MACOG Response
March 27, 2021	Melissa Fagerstom, MM Levitical Ministry Door to Door Service Corporation, Online	<p>1. Please include another nonprofit transportation company in your planning for the next four years. MM Levitical Ministry Door to Door Service Corporation is a legal nonprofit charitable organization transportation company both in the State of Indiana and Federally currently specializing in Ride to Work Door to Door Service Transportation in Saint Joseph and Elkhart Counties.</p> <p>2. Please send our corporation an invite to the TAC at mmtransportationcompany@gmail.com and schedule a personal meeting to hear what MM Levitical Ministry Door to Door Service Corporation does already without funding and will do with appropriate, adequate funding.</p>	<p>1. MM Levitical Ministry Door to Door Service Corporation will be included in the transportation inventory for the Equitable Mobility Action Plan.</p> <p>2. Staff will include the corporation in communications in the future.</p>

TRANSPORTATION IMPROVEMENT PROGRAM

Stakeholder Comment			
Date	Submitted By	Comment	MACOG Response
March 19, 2021	Stephanie Belch, INDOT, Email	<p>1. INDOT has recently completed its own fiscal constraint exercise for the State project to be included in its draft FY2022-2026 STIP and that has resulted in some changes to the project listings that were provided to the MPOs in December.</p> <p>The project that now needs to be represented in the draft TIP is: Des 2100066 - Please add to TIP in FY2022, Construction Phase, \$1,300,000. Project description: US 20 from 3.23 Miles west of SR 19 (St. Joseph/Elkhart County Line) to 2.64 Miles west of SR 15.</p>	1. MACOG Added Des # 2100066 into the Project Listing
March 25, 2021	Erica Tait, FHWA, email sent via Stephanie Belch	<p>1. The table on page 33 is titled "SFY 2022-2026 Highway Funds Allocations", but the funding amounts included are for SFY 2020-2024.</p> <p>2. The fiscal constraint and project tables should clearly indicate that projects in 2026 are illustrative (including grouped projects in 2026), and therefore not part of the approved TIP. Such projects cannot be moved forward into the program without an amendment. [23 CFR 450.332 d) Except as provided in § 450.326(e) and § 450.330(f), projects not included in the federally approved STIP are not eligible for funding with funds under title 23 U.S.C. or 49 U.S.C. Chapter 53; 23 CFR 450.330 e) If an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP].</p> <p>3. How are bridge replacement projects outlined in MTP? Projects are listed in TIP, but no clear listing in MTP-projects should be consistent with the MTP (23 CFR 450. 326 (i))</p> <p>4. Review TIP projects to ensure consistency with MTP (23 CFR 450. 326 (i)). There are some projects in the TIP draft that I couldn't locate in the MTP (for example, Blackport Drive, Woodview Drive).</p> <p>5. The PPM/RRM says that projects without Des#s can't be included in the TIP, but there are transit projects in the draft TIP that have no Des# listed.</p>	<p>MACOG made several text changes to address comments including:</p> <p>1. Updating clerical error in Table 2, labeling columns SFY 2022 to SFY 2026</p> <p>2. Included additional text on pg 31 to state that projects in FY 2026 are illustrative.</p> <p>3. & 4. Bridge replacements and road reconstruction (such as Blackport Dr and Woodview Dr) are not specifically listed in the MTP by location, however they are consistent with policy set forth in the Asset Management section of the MTP. These projects are focused on improving assets and selected utilizing data driven decisions. We consider the TIP projects consistent with the plan because 1.) The project is included in the MTP, or 2.) the project supports the policies and purpose of the transportation plan and will not interfere with other projects specifically included in the transportation plan. [40 CFR 93.115 (b)] Bridge replacement and road reconstruction projects that do not add travel lanes are considered exempt projects and are consistent with the Asset Management section of the MTP.</p> <p>5. Transit Id's were received on March 4, 2021 and were added to the TIP</p>

Stakeholder Comment

Date	Submitted By	Comment	MACOG Response
March 25, 20218	Cecilia Crenshaw, FTA, email sent via Stephanie Belch	<p>1. Pg. 31, Urban Funds Section 5339 sentence= "...in a state of good ..." (did you mean state of good repair?)</p> <p>2. Pg. 36, Per Table 5, SFY 2022-2026 Transit Projects Fiscal Constraint, what source of funds will be used for the following difference amounts? South Bend \$39,440; \$528,488; \$576,928 Region \$337,436; \$185,824</p>	<p>1. Clerical error was updated</p> <p>2. For Transit Fiscal Constraint, The difference between funds available and the programmed amounts is anticipated to be recovered with other federal fund surplus, and/or additional local contributions.</p>

MACOG Updates

MACOG made several additional edits during the Public Comment period, including:

- March and April Amendments to the FY 2020-2024 Transportation Improvement Program, including:

INDOT, Des#: 2100066, US 20, from Elkhart/St. Joseph County Line to CR 19 , Concrete Pavement Restoration (CPR), Phase: CN Total: \$1,300,000, Federal: \$1,040,000 (NHPP), Local: \$260,000, SFY 2022, Estimated Cost to Complete: \$1,300,000

INDOT , Des#: 1900622, SR 15, from CR W 1200 S to Dixie Dr in Silver Lake , Concrete Pavement Restoration (CPR), Phase: CN Total: \$1,022,216, Federal: \$817,773 (ST STBG), Local: \$204,443 SFY 2022, Estimated Cost to Complete: \$1,022,216

INDOT, Des#: 2100091 High Friction Surface Treatments on Various Locations on SR 17, Other Type Project (Miscellaneous), Phase: CN Total: \$300,000 Federal: \$240,000 (NHS) Local: \$60,000 SFY 2022 , Estimated Cost to Complete: \$300,000

Kosciusko County, Des#: 2003013 Bridge 9: Husky Trail over Deeds Creek, Bridge Replacement, Phase: CN, Total: \$2,606,250, Federal: \$2,025,000 (ST STBG), Local: \$581,250, SFY 2024, Estimated Cost to Complete: \$1,022,216

INDOT, Des#: 2000611, SR 10, from SR 117 to US 31, HMA Overlay, Preventative Maintenance, Phase: RW, Total: \$168,000, Federal: \$134,400 (ST STBG) State: \$33,600, SFY 2022, Estimated Cost to Complete: \$4,410,511

INDOT, Des#: 2000615, SR 10, from SR 17 E. Jct. to SR 117, HMA Overlay, Preventative Maintenance, Phase: RW, Total: \$35,000, Federal: \$28,000 (ST STBG) , State: \$7,000, SFY 2022, Estimated Cost to Complete: \$733,504

- Clerical Error on pg 10. Red Flag Investigation Table, College Ave Added Travel Lanes to Auxiliary Lanes

- Clerical Error in Transit Program of Projects

- Pg 90. Project Type updated for MAC-22-002 to Buy Replacement < 35 ft Bus

- PG 91, MACO-23-001, Federal Amount decreased to \$160,000

- PG 91, MAC – 23-002, Federal Amount decreased to \$127,500

- Transit Fiscal Constraint Table was updated



CONTENTS

TIP UPDATES

101 |Resolution 30-21

101 |Emergency Relief Projects Map





APPENDIX B



RESOLUTION NO. 30-21
A RESOLUTION ENDORSING UPDATES TO THE SOUTH BEND
AND ELKHART/GOSHEN FISCAL YEAR (FY) 2022-2026
TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Michiana Area Council of Governments (MACOG) is the Metropolitan Planning Organization (MPO) responsible for planning an efficient transportation system in the South Bend and Elkhart/Goshen Metropolitan Planning Areas and for the appropriate use of federal transportation funds in that area; and

WHEREAS, the “FAST Act”, Fixing America’s Surface Transportation Act: Designating joint Federal Highway Administration/Federal Transit Administration rules and regulations, under Section 134, Title 23 of the US Code, the act requires the annual preparation of a Transportation Improvement Program by the designated Metropolitan Planning Organization 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 Areas, in cooperation with local governmental units and implementing agencies within the urbanized areas, has prepared a FY 2022-2026 Transportation Improvement Program (TIP) which consists of improvements recommended in the MACOG Region.

WHEREAS, The FY 2022-2026 TIP shall be fiscally constrained and demonstrate the resources from public and private sources that are reasonably to be expected to implement the program; and

WHEREAS, the Coronavirus Response & Relief Supplemental Appropriations (CRRSSA) has allocated \$2,178,668 in funding for Highway Infrastructure Programs in the South Bend Urbanized Area to be used prior to September of 2024; and

WHEREAS, the Indiana Department of Transportation (INDOT) has conducted an evaluation of facilities repeatedly requiring repair in accordance with Section 667, Title 23 of the US Code and provided updated Estimated Total Project Costs for inclusions in the Statewide Transportation Improvement Program (STIP) and TIP.

WHEREAS, the MACOG Policy Board from time to time receives and amends/modifies its Transportation Improvement Programs and upon review of the updates below, MACOG here within finds that they are consistent with requirements of a Transportation Improvement Program.

NOW, THEREFORE BE IT RESOLVED, that the South Bend and Elkhart/Goshen Fiscal Year 2022-2026 Transportation Improvement Program be updated to include the following:

- Inclusion of CRRSAA Funds in Fiscal Constraint
- Updates to the Estimated Total Project Cost
- Inclusion of the Emergency Events Evaluation narrative
 - CFR 2020 23-Chapter 1 Part 667 requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with ER funds. The regulation defines “repeatedly” as two or more similar repairs to the same facility during different events.

RESOLUTION NO. 30-21

RESOLVED this 14th Day of July, 2021

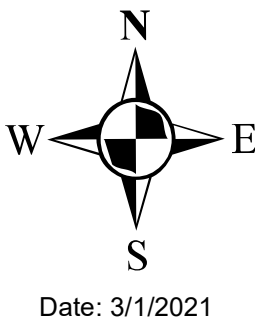
Michiana Area Council of Governments

A handwritten signature in black ink, appearing to read "Cary Groninger", is written over a horizontal line.

~~Mark Senter, Policy Board 2nd Vice-Chair~~
Cary Groninger, Secretary

Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- CountyBoundary



Date: 3/1/2021

Landscaping and Other Scenic Beautification
0657059
Year 1991

4R - Restoration & Rehabilitation
7679002
Year 1991

4R - Restoration & Rehabilitation
7383001
Year 1991

4R - No Added Capacity
1173542
Year 2011

Bridge New Construction
9999162
Year 2008

Other
1173251
Year 2011

Other
0810473
Year 2008

Bridge Rehabilitation - No Added Capacity
7228002
Year 1991

Safety
1173290
Year 2013

Safety
1173301
Year 2011

Mitigation of Water Pollution due to Highway Runoff
1173502
Year 2011

Other
1173285
Year 2011

4R - Maintenance Resurfacing
1173284
Year 2011

4R - No Added Capacity
1173570
Year 2011

Other
1173273
Year 2011

New Construction Roadway
0500143
Year 2011

Facilities for Pedestrians and Bicycles
0901281
Year 2011

Facilities for Pedestrians and Bicycles
0710849
Year 2011

Safety
1173286
Year 2011

Safety
1400876
Year 2014

Safety
1173289
Year 2011

Safety
1401168
Year 2014

Safety
1400877
Year 2014

Safety
1401229
Year 2014

Safety
3262007
Year 1997

Other
1173272
Year 2011

Other
5326002
Year 1996

4R - Maintenance Resurfacing
9931009
Year 1997

Safety
1801590
Year 2018

Safety
1801588
Year

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Map created by INDOT GIS Services
Using data from Engineering & Asset Management



FY 2022-2026

TRANSPORTATION IMPROVEMENT PROGRAM

APRIL 2021

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