# Transportation Conformity Determination Report for the 1997 Ozone NAAQS

April 2025

MICHIANA ON THE MOVE
transportation plan 2050

TRANSPORTATION IMPROVEMENT PROGRAM
FY 26-30 TIP
Michiana Area Council of Governments

MACOG
Michiana Area Council of Governments

# Table of Contents

**Executive Summary** ..... **3**

**Background** ..... **4**

**Michiana on the Move: 2050 Transportation Plan** ..... **5**

**SFY 2026-2030 Transportation Improvement Program (TIP)** .... **5**

**Transportation Conformity Determination: General Process** .... **5**

**Transportation Conformity Requirements** ..... **6**

Latest Planning Assumptions ..... 7

Consultation Requirements ..... 7

Timely Implementation of TCMS ..... 7

Fiscal Constraint ..... 7

**Conclusion** ..... **8**

**Appendix A: Interagency Consultation Process** ..... **9**

Interagency Consultation Group Members ..... 9

Meeting and Correspondence Summary ..... 10

**Appendix B: Public Comments** ..... **11**

**Appendix C: Transportation Projects** ..... **12**

# Executive Summary

As part of its transportation planning process, the Michiana Area Council of Governments (MACOG) completed the transportation conformity process for the Michiana on the Move: 2050 Transportation Plan and SFY 2026-2030 TIP. This report documents the 2050 Transportation Plan and SFY 2026-2030 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c) (1). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 Ozone NAAQS when the 1997 Ozone NAAQS was revoked. The conformity determinations are required in these areas after February 16, 2019. The South Bend-Elkhart area was a maintenance area at the time of the 1997 Ozone NAAQS revocation on April 6, 2015 and was designated unclassifiable / attainment for the 2008 Ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 Ozone NAAQS on the amended Transportation Plan and TIP.

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

# Background

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from transportation plans, transportation improvement programs and projects are consistent with ("conform

to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

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

On April 15, 2004, the U.S. EPA designated St. Joseph and Elkhart counties as basic nonattainment and subject to the new 8-hour ozone requirements. This designation required the development of a plan to reduce volatile organic compounds (VOCs) and oxides of nitrogen (NOx) emissions as well as a demonstration that the area will meet the 8-hour ozone standard by June 15, 2009. On April 18, 2007, the U.S. EPA re-designated the South Bend-Elkhart area (including all of St. Joseph and Elkhart County) to attainment for ozone based on a request from the Indiana Department of Environmental Management (IDEM) in 2006. Since the re-designation, air quality in the region has continued to improve with the area being found in attainment of the stricter 2008 and 2015 Ozone NAAQS.

# Michiana on the Move: 2050 Transportation Plan

Michiana on the Move: 2050 Transportation Plan is a long range plan that identifies regionally significant transportation needs and issues in the region. It is a fiscally constrained document that includes a demographic analysis of the community as well as an examination of travel patterns and trends. The planning process includes the identification of projects and strategies that address projected future demands and for providing a safe and efficient transportation system that meets mobility while not creating adverse impacts to the environment.

# SFY 2026-2030 Transportation Improvement Program (TIP)

The 2026-2030 Transportation Improvement Program (TIP) is a four year, short-range plan that provides information regarding the transportation projects that are federally funded in the MACOG region.

The TIP includes projects for all modes of surface transportation including highways and streets, active transportation, and public transportation. Projects listed are developed in cooperation with state and local agencies.

The approved TIP can be amended or modified to add or delete projects and adjust for changes in scope, cost, or timeframe. Amendments are required to go through Policy Board approval and subject for public review, while minor changes can be made by Administrative Modifications.

# Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 Ozone NAAQS will be needed in 1997 Ozone NAAQS nonattainment and maintenance areas identified by the EPA[1] for certain transportation activities, including updated or amended Transportation Plans and TIPs. Once the US DOT makes its 1997 Ozone NAAQS conformity determination for the 2050 Transportation Plan and SFY 2026-2030 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the 2050 Transportation Plan and SFY 2026-2030 TIP.

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

# Transportation Conformity Requirements

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

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for Transportation Plans and TIPs include:

- latest planning assumptions (93.110),
- latest emissions model (93.111),
- consultation (93.112),
- transportation control measures (93.113(b) and (c)), and
- emissions budget and/or interim emissions (93.118 and/or 93.119)

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

Therefore, transportation conformity for the 1997 Ozone NAAQS for MACOG's Michiana on the Move: 2050 Transportation Plan and SFY 2026-2030 TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

## Latest Planning Assumptions

The use of the latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 Ozone NAAQS areas, the use of the latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. The SIP for St. Joseph and Elkhart County does not include any TCMs.

Planning Assumptions used for the Michiana on the Move: 2050 Transportation Plan include the following:

- Population and household characteristics were calculated from the 2020 Decennial Census and 2017-2021 5-year American Community Survey Estimates
- Employment data is from LEHD (Longitudinal Employer-Household Dynamics Data), and compared to InfoUSA data.
- 2022 MACOG Traffic Count Database for AADT
- Woods and Poole Estimates were used for forecasted population and employment growth to 2050
- The base year of the travel demand model is 2015 with geographic updates in 2018 (geographic expansion); and validated with the above data and stakeholder input

## Consultation Requirements

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

Interagency consultation was conducted with the EPA, FHWA, FTA, IDEM, and INDOT. A draft of this Transportation Conformity Determination Report for the 1997 Ozone NAAQS was provided via email for informal consultation. Interagency consultation was conducted consistent with the Indiana Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. A public comment period was held from March 5th, 2025 to April 4, 2025 and during two open houses on March 24, 2025 and April 2. A summary of comments can be found in the Appendix.

## Timely Implementation of TCMs

The Indiana SIP does not include any TCMs.

## Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2050 Transportation Plan and SFY 2026-2030 TIP are fiscally constrained, as demonstrated in the financial chapters of their respective plans.

# Conclusion

The conformity determination process completed for the 2050 Transportation Plan and 2026-2030 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

# Appendix A – Interagency Consultation Process

Federal regulation (40 CFR 93.105b) requires that a region's MPO representatives, state and local air quality planning agencies, state and local transportation agencies, and other organizations with responsibilities for developing, submitting, or implementing provisions of an implementation plan required by the Clean Air Act (CAA) must consult with each other and with local or regional offices of EPA, FHWA, and FTA on the development of transportation plans and associated air quality conformity determinations. MACOG's Interagency Consultation Group (ICG) includes representatives from the different stakeholders that oversee air quality analysis in the geographic area.

### Interagency Consultation Group Members

The following individuals were included on correspondence to the Interagency Consultation Group and have been instrumental in reviewing the processes and procedures used to demonstrate air quality conformity.

| Name | Organization | Title/Area |
|---|---|---|
| Anthony Maietta | EPA | Environmental Protection Specialist |
| Paige Story | FHWA | Community Planner |
| Kari Carmany-George | FHWA | Environmental Program Manager |
| Tony Greep | FTA | Region V |
| Shawn Seals | IDEM | Senior Environmental Planner |
| Breanne Freese | INDOT | LPA Program Director |
| Marcia Blansett | INDOT | LPA Program Director |
| Emmanuel Nsonwu | INDOT | Development Specialist |
| Frank Baukert | INDOT | Transportation Planner |
| Jason Casteel | INDOT | Transit Planner |
| Jay Mitchell | INDOT | Supervisor |
| Stephanie Belch | INDOT | Development Specialist |
| James Turnwald | MACOG | Executive Director |
| Caitlin Stevens | MACOG | Director of Transportation |

## Meeting and Correspondence Summary

An informal consultation email was sent to the ICG on March 7, 2025 to provide documentation and solicit feedback on the SFY 2026-2030 TIP Update. One comment was received related to cross referencing the conformity report and the draft TIP. MACOG referred to Appendix C in the TIP narrative to cross reference projects listed in the MTP to that in the draft TIP. No further comments were received.

# Appendix B – Public Comments

MACOG made the this report and accompanying FY 2026-2030 TIP available for public review and comment from March 5, 2025, to April 4, 2025. The Michiana Area Council of Governments:

- Issued a press release to the South Bend Tribune, Elkhart Truth, and El Puente
- Included the public comment opportunity in the bi-weekly Gazette e-newsletter
- Posted the public comment opportunity to MACOG's Facebook page

MACOG held an open house on March 24th and April 2nd, 2025 to allow time for public comment and discussion. Comment received for the SFY 2026-2030 TIP can be found in Appendix A of the document. No comments were received related to air quality conformity.

# Appendix C – Transportation Projects

*Please note: communities in Kosciusko and Marshall County do not have transportation conformity requirements, therefore are not included in this list.*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 20 | Bristol | 2025 | Railpark Ct/Stonemount Ct | Railpark Ct (Dead End) | Stonemount Ct (Dead End | New Road Construction | 0.21 |
| 20 | Bristol | 2030 | Bristol Bypass | Bloomingdale Dr | Industrial Dr/CR 10 | New Road Construction | 0.72 |
| 20 | Bristol | 2030 | CR 10 | Railpark CT | SR 15 | New Road Construction | 1.91 |
| 20 | Elkhart | 2030 | 2nd St | Harrison St | Jefferson St | Road Reconfiguration (One-Way to Two-Way) | 0.47 |
| 20 | Elkhart | 2030 | 3rd St | Harrison St | Jefferson St | Road Reconfiguration (One-Way to Two-Way) | 0.47 |
| 20 | Elkhart | 2030 | Bristol St | Johnson St | Jeanwood Dr | Road Diet | 2.01 |
| 20 | Elkhart | 2030 | Bristol St (CR 10) | Jeanwood Dr | CR 15 | Auxiliary Lanes (2 to 3 Lanes) | 1.27 |
| 20 | Elkhart | 2030 | Hively Ave | Norfolk Southern Railroad (#510012C) | | Grade Separation | 0.30 |
| 20 | Elkhart | 2030 | Johnson St (CR 9) | Bristol St (CR 10) | CR 6 | Added Travel Lanes (2 to 3 lanes) | 1.50 |
| 20 | Elkhart | 2045 | Middlebury St | Prairie St | Goshen Ave | Added Travel Lanes (2 to 3 lanes) | 0.89 |
| 20 | Elkhart | 2045 | Prairie St | Mishawaka Rd | Lusher Ave | Auxiliary Lanes (2 to 3 Lanes) | 1.04 |
| 20 | Elkhart County | 2030 | Benchmark Rd | CR 14 | Beck Dr | New Road Construction | 0.87 |
| 20 | Elkhart County | 2030 | CR 13 | Sunnyside Ave | US 20 | Added Travel Lanes (2 to 3 lanes) | 0.98 |

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|---|---|---|---|---|---|---|---|
| 20 | Elkhart County | 2030 | CR 17 | CR 142 | CR 38 | New Road Construction | 2.56 |
| 20 | Elkhart County | 2030 | CR 6 | Ash Rd | John Weaver Parkway | Added Travel Lanes (2 to 4 lanes) | 2.03 |
| 20 | Elkhart County | 2030 | Old CR 17 | CR 18 | Love's Dr | New Road Construction | 0.28 |
| 20 | Elkhart County | 2030 | Sunnyside Ave | US 33 / Norfolk Southern Railroad | | Grade Separation | 0.30 |
| 20 | Elkhart County | 2035 | CR 15 | CR 6 | CR 104 | New Road Construction | 0.23 |
| 20 | Elkhart County | 2035 | CR 17 | CR 46 | CR 142 | New Road Construction | 1.69 |
| 20 | Elkhart County | 2035 | CR 20 (Mishawaka Rd) | SR 19 (Nappanee St) | US 33 | Auxiliary Lanes (2 to 3 Lanes) | 4.34 |
| 20 | Elkhart County | 2035 | CR 4 | CR 7 | CR 15 | Auxiliary Lanes (2 to 3 Lanes) | 4.72 |
| 20 | Elkhart County | 2035 | CR 52 | CR 3 | SR 19 (Main St) | Auxiliary Lanes (2 to 3 lanes) | 1.00 |
| 20 | Elkhart County | 2040 | CR 17 | CR 50 | CR 46 | New Road Construction | 1.54 |
| 20 | Elkhart County | 2040 | Johnson St (CR 9) | CR 6 | CR 4 | Added Travel Lanes (2 to 3 lanes) | 1.00 |
| 20 | Elkhart County | 2045 | CR 118 | Old CR 17 | CR 19 | New Road Construction | 1.68 |
| 20 | Elkhart County | 2045 | CR 26 | SR 15 | CR 31 | New Road Construction | 3.03 |
| 20 | Elkhart County | 2045 | CR 31 | CR 36 | CR 26 | New Road Construction | 3.95 |
| 20 | Elkhart County | 2045 | CR 38 | SR 119 | CR 17 | Auxiliary Lanes | 1.36 |
| 20 | Elkhart County | 2045 | CR 43 | County Line Rd (1400 N) | US 6 | Added Travel Lanes (2 to 4 lanes) | 1.02 |
| 20 | Elkhart County | 2045 | Kerryhaven Dr | Current Termini | CR 10 | New Road Construction | 0.78 |
| 20 | Elkhart County | 2050 | CR 17 | US 6 | CR 50 | New Road Construction | 1.52 |
| 20 | ElkhartCo/Nappanee | 2040 | CR 150 | SR 19 | CR 3 | New Road Construction | 1.00 |

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|---|---|---|---|---|---|---|---|
| 20 | Goshen | 2030 | College Ave | US 33 | Industrial Park Entrance | Auxiliary Lanes (2 to 3 lanes) | 1.34 |
| 20 | Goshen | 2030 | CR 40 | Dierdorff Rd (CR 27) | US 33 | Auxiliary Lanes (2 to 3 lanes) | 1.25 |
| 20 | Goshen | 2030 | Wilden Ave | Current Terminus | Middlebury St | New Road Construction | 0.19 |
| 20 | Goshen | 2035 | College Ave | 9th st | US 33 | Auxiliary Lanes (2 to 3 lanes) | 1.21 |
| 20 | Goshen | 2035 | Waterford Mills Parkway | CR 40 | SR 15 | New Road Construction | 0.35 |
| 20 | INDOT | 2025 | US 20 | SR 15 | CR 35 | Added Travel Lanes (2 to 5 lanes) | 4.23 |
| 20 | INDOT | 2030 | US 20 | CR 35 | SR 13 | Added Travel Lanes (3 to 5 lanes) | 2.13 |
| 20 | INDOT | 2030 | US 33 | CR 40 | Monroe St | Added Travel Lanes (3 to 5 lanes) | 3.88 |
| 20 | Nappanee | 2030 | Jackson St | W 1350 N | Current Termini | New Road Construction | 0.29 |
| 20 | Nappanee | 2035 | CR 101 | Market St (US 6) | Berlin Ct Ditch | Auxiliary Lanes (2 to 3 lanes) | 0.70 |
| 20 | Wakarusa | 2045 | Maple Ln (CR 103) | CR 42 | Wabash Ave | Auxiliary Lanes (2 to 3 lanes) | 0.44 |
| 20 | Wakarusa | 2045 | Orchard Park Dr | Current Termini | SR 19 (Nappanee St) | New Road Construction | 0.93 |
| 71 | St. Joseph County | 2040 | Edison Rd | Wintergreen Rd | Walnut | New Road Construction | 2.03 |
| 71 | Mishawaka | 2030 | Twelfth St | Campbell St | Dodge St | Added Travel Lanes (2 to 3 lanes) | 0.86 |
| 71 | Mishawaka | 2035 | 7th/6th St | Union St | Laurel St | New Road Construction | 0.30 |
| 71 | Mishawaka | 2035 | Fir Rd | McKinley Ave | I-80/90 | Auxiliary Lanes (2 to 3 lanes) | 2.75 |
| 71 | Mishawaka | 2035 | McKinley Ave | Division St | Lynn St | Added Travel Lanes (2 to 5 lanes) | 1.14 |
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|---|---|---|---|---|---|---|---|
| 71 | Mishawaka/St. Joseph County | 2030 | Union St/Bremen Hwy | 2,500 st S of Dragoon Trail | Sixteenth St | Added Travel Lanes (2 to 5 lanes) | 0.61 |
| 71 | Mishawaka | 2035 | Union St | Sixteenth St | Sixth St | Added Travel Lanes (2 to 5 lanes) | 0.64 |
| 71 | Mishawaka/St.Joseph County | 2035 | Union St/Bremen Hwy | Ireland Rd | 2,500 ft S of Dragoon Trail | Added Travel Lanes (2 to 5 lanes) | 0.64 |
| 71 | Mishawaka | 2035 | Veteran's Parkway | Cul-de-sac | Cleveland Rd | New Road Construction | 0.74 |
| 71 | Mishawaka | 2040 | Beacon Pkwy Connector | Cleveland Rd | Beacon Pkwy | New Road Construction | 0.24 |
| 71 | Mishawaka | 2040 | Catalpa Ave | Current Terminus | Filbert Rd | New Road Construction | 0.29 |
| 71 | Mishawaka | 2040 | Cedar St | Mishawaka Ave | Jefferson Blvd | Road Diet | 0.49 |
| 71 | Mishawaka | 2040 | Division St | Current Terminus | Catalpa Ave | New Road Construction | 0.25 |
| 71 | Mishawaka | 2040 | McKinely Ave | Lynn St | Elder Rd | Added Travel Lanes (2 to 5 lanes) | 0.94 |
| 71 | Mishawaka | 2050 | Cleveland Rd | Fir Rd | Capital Ave | Added Travel Lanes (2 to 5 lanes) | 0.95 |
| 71 | Mishawaka | 2050 | Fulmer Rd | Current Terminus | Clover Rd | New Road Construction | 0.27 |
| 71 | South Bend | 2030 | Hickory Rd | Hepler St | SR 23 | New Road Construction | 0.92 |
| 71 | South Bend | 2035 | Bendix Dr | Bertrand Rd | Lathrop Dr | Road Diet | 1.84 |
| 71 | South Bend | 2040 | Eddy St/ SR 23 | | | Road Reconfiguration | 0.30 |
| 71 | South Bend | 2040 | Western Ave | Olive St | Martin Luther King Blvd | Road Diet | 1.73 |
| 71 | South Bend | 2045 | Bertrand Rd | Meade St | Bendix Dr | Road Diet | 0.33 |
| 71 | South Bend | 2045 | Meade St | Orange Rd | Bertrand Rd | Road Diet | 0.23 |
| 71 | South Bend | 2045 | Sample St | SR 23 | Mayflower Rd | Road Diet | 3.16 |
| 71 | St. Joseph County | 2030 | Ash Rd | Lincolnway E/NS Railway | | Grade Separation | 0.30 |

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|---|---|---|---|---|---|---|---|
| 71 | St. Joseph County | 2030 | Edison Rd | Walnut Rd | Smilax Rd | New Road Construction | 2.01 |
| 71 | St. Joseph County | 2030 | Portage Ave | Bendix Dr | Brick Rd | Added Travel Lanes (2 to 3 lanes) | 0.84 |
| 71 | INDOT/St. Joseph County | 2030 | Larrison Blvd | SR 2 | | New Interchange Construction | |
| 71 | St. Joseph County | 2035 | Bittersweet Rd | Anderson Rd | SR 23 | Added Travel Lanes (2 to 3 lanes) | 0.75 |
| 71 | St. Joseph County | 2035 | Douglas Rd/ Cleveland Rd Connector | Bittersweet Rd | Beech Rd | New Road Construction | 1.85 |
| 71 | St. Joseph County | 2035 | Early Rd | Timothy Rd | Walnut Rd | New Road Construction | 1.52 |
| 71 | St. Joseph County | 2035 | Pierce Rd | Miami Rd | SR 331 | New Road Construction | 1.99 |
| 71 | St. Joseph County | 2040 | Day Rd | Fir Rd | SR 331 | Added Travel Lanes (2 to 4 lanes) | 1.07 |
| 71 | St. Joseph County | 2040 | Portage Ave | Brick Rd | Adams Rd | Added Travel Lanes (2 to 3 lanes) | 1.06 |
| 71 | St. Joseph County | 2040 | Smilax Rd | Edison Rd | US 20 | New Road Construction | 1.36 |
| 71 | St. Joseph County | 2045 | Cleveland Rd | Bittersweet Rd | Ash Rd | Added Travel Lanes (2 to 4 lanes) | 2.50 |
| 71 | St. Joseph County | 2045 | Cleveland Rd | Canadian National | | Grade Separation | 0.30 |
| 71 | St. Joseph County | 2045 | Douglas Rd | Veteran's Parkway | Capital Ave | Added Travel Lanes (2 to 5 lanes) | 0.70 |
| 71 | St. Joseph County | 2045 | Douglas Rd | Canadian National | | Grade Separation | 0.30 |
| 71 | St. Joseph County | 2045 | Snowberry Rd | Johnson Rd | SR 2 | New Road Construction | 3.84 |
| 71 | St. Joseph County | 2045 | Spruce Rd | US 20 | Hamilton Trl | New Road Construction | 1.91 |
| 20 | Interurban Trolley | 2030 | New Goshen Transit Routes (52/53) | | | | |