

TRANSPORTATION IMPROVEMENT PROGRAM

FY 26-30 TIP

Michiana Area Council of Governments



FY 2026 - 2030
TRANSPORTATION IMPROVEMENT PROGRAM
APRIL 2025

Michiana Area Council of Governments
227 W. Jefferson Blvd.
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ACKNOWLEDGMENTS

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ACKNOWLEDGMENTS

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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 (e) (8) of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) 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

Cary Groninger, Policy Board Chair

James Turnwald, Executive Director
Date: 03 / 13 / 2024

Indiana Department of Transportation

Roy Nunnally, INDOT
Division Director

Date: 3 / 13 / 2024

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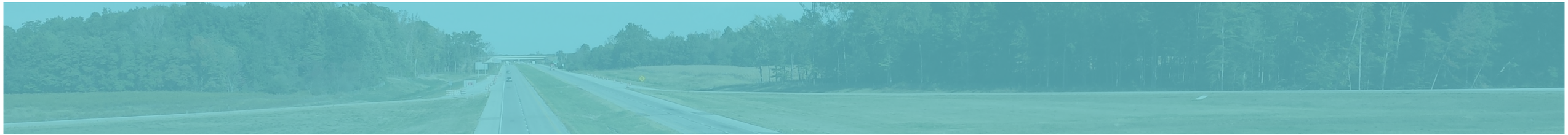
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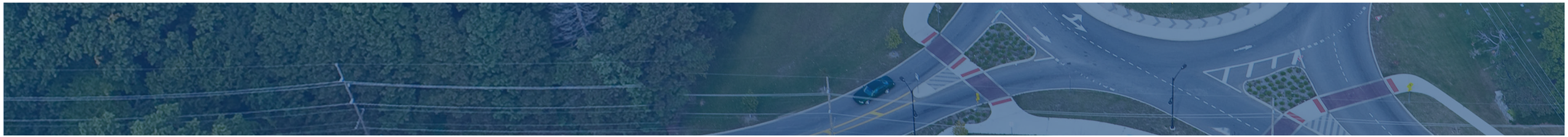
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1

Purpose of the Plan

The Transportation Improvement Program (TIP) is a federally required, short-range plan that provides information about the schedule of multimodal transportation projects that are federally funded or deemed regionally significant in the MACOG region. This plan includes safety improvements, roadway projects, public transit, bicycle and pedestrian facilities, and planning studies that will be funded through fiscal year 2030 with local, state and federal dollars.

Metropolitan planning responsibilities are outlined in federal legislation passed in 2021, called the Infrastructure Investment and Jobs Act (IIJA). As required by the IIJA, the TIP is fiscally constrained, meaning funding estimates from the Indiana Department of Transportation (INDOT) are estimated for each of the four MACOG counties listed in the TIP, and anticipated project costs may not exceed the estimated funds available through fiscal year 2030.

Both state and local federal aid projects are listed in the Fiscal Year 2026-2030 TIP. MACOG develops the TIP in cooperation with INDOT, regional transit providers, member jurisdictions, and the public. Projects included in the TIP can be found at the end of this document by the County.

The TIP:

- Covers at least a four year period.
- Is updated every two years by the Metropolitan Planning Organization (MPO)
- Must be financially constrained, meaning that the cost of all projects must not exceed the amount of revenue reasonably anticipated.
- Is consistent with the Michiana on the Move: 2050 Transportation Plan
- Conforms to the requirements of the Clean Air Act, undergoing air quality conformity
- Is reviewed and approved by the Transportation Technical Advisory Committee (TTAC) and Policy Board.
- Is consistent with the State Transportation Improvement Program (STIP) included by reference
- Can be amended or modified monthly to adjust for changes in scope, cost, or time frame

MPO Background

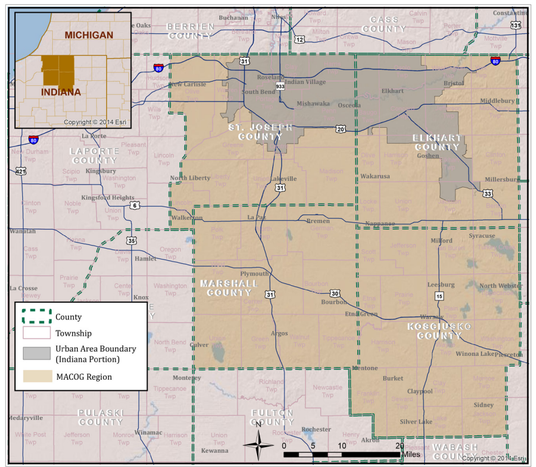
A Metropolitan Planning Organization (MPO) is a transportation policy-making body composed of representatives from local governments and transportation agencies with authority and responsibility in metropolitan planning areas. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area with a population greater than 50,000 residents. MPOs were created in order to ensure that existing and future transportation projects and programs are 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.

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, staffs the St. Joseph River Basin Commission representing seven Indiana counties, and serves as a forum

Figure 1-1: MACOG Planning Area



for regional discussion and cooperation.

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

MACOG Policy Board

The Policy Board is responsible for the policy formulation, project guidance, and administrative coordination of all policies related to the development of the transportation plan and its implementation within the Michiana region. Official action taken by 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.

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. As of the 2020 U.S. Census, the 4-county region contains an estimated 606,294 people, 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 2022
- Memorandum of Agreement By and Between MACOG, INDOT, South Bend Public Transportation Corporation (SBPTC/Transpo), Interurban Trolley – June 2024
- Memorandum of Understanding By and Between MACOG, SWMPC, City of Niles, SBPTC, NICTD – June 2024

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 2022, 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 SBPTC (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."

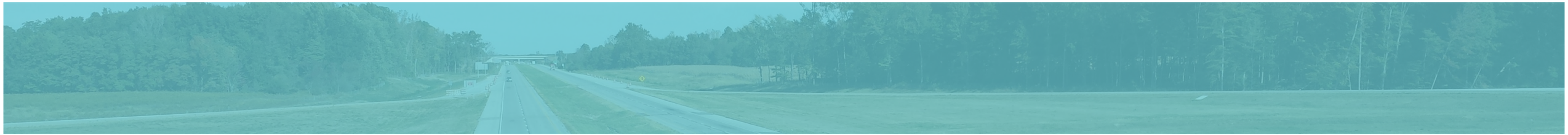
Transportation Improvement Programs for Transit – 49 U.S.C. § 5303

"(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..."



PLANNING PROCESS

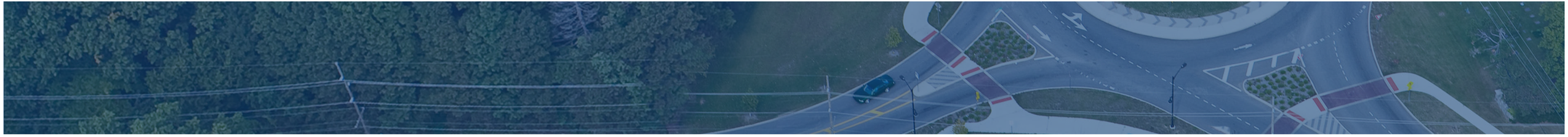
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Development Process

Outlined below are the basic steps in the process of developing the FY 2026-2030 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. They are to 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 by MACOG staff on topic areas such as Plan and Policy Support, Safety Enhancement, Economic Development, Connectivity, Congestion, and LPA Priority, and Cost. Additionally, MACOG adopted a Regional Complete Streets Policy in July 2019. This requires all projects to account for the needs of all transportation users.
3. Projects are identified for funding over a four year period and balanced against the amount of funding available. All projects recommended for funding are reviewed by the TTAC and Policy Board prior to final inclusion in the TIP.

    a. Projects that add vehicle capacity must also be considered in an Air Quality Conformity Analysis. The projects are reviewed to ensure that all projects programmed in the TIP come from the conforming Metropolitan Transportation Plan. See Appendix C MTP support of the TIP.

    b. The projects listed in the TIP are scheduled to be implemented from July 1, 2026 to June 30, 2030.

4. MACOG holds a public comment period following its approved Public Involvement Participation Process. During this public comment period, MACOG will host an in-person 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.engage.macog.com) and at local public libraries. Members are also able to call the MACOG office during business hours to ask questions and provide feedback.
5. After all public comments have been received, each is addressed and presented to the TTAC and Policy Board for consideration and ultimate approval of the TIP.

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

Public Participation

The MACOG staff began its FY 2026-2030 TIP process by announcing a Call for Project at TTAC and Policy Board meetings in September 2024. In the fall of 2024, 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 and allow for public input.

A public comment period was held, from March 5, 2025 to April 4, 2025 to allow time for public review of the TIP. Two in-person open houses were held on March 24, 2025 from 3 pm to 4:30 pm at the Greater Elkhart Chamber of Commerce and on April 2, 2025 from 3:30 pm to 5:30 pm at the St. Joseph County Public Library, 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 750 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 2026-2030 TIP and its corresponding conformity analysis and public comments were provided to the MACOG Policy Board on April 9, 2025 for their review and endorsement.

Summary of Public Comments Received

MACOG received several comments from stakeholders and the public. A summary of the comments are noted in Appendix A.

Red Flag Investigations

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

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

with detailed design, to more clearly describe project features. This process enables environmental impacts and appropriate mitigation measures to be established.

During 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 2026-2030 TIP that were added during the Call for Projects issued in 2023 and 2024 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	RFI Completed during TIP Development
Elkhart					
2500471	High Dive Park to Walker Park Trail	Bike/Pedestrian Facilities			X
Elkhart County					
2500469	Bridge #126 on CR 6 crossing Christiana Creek	Bridge Replacement		X	
2301660	Bridge #335 carrying CR 331 over the Hydraulic Canal	Bridge Replacement	X		
North Webster					
2301673	SR 13 Sidewalk in North Webster	Bike/Pedestrian Facilities	X		
Marshall County					
2101698	Bridge #108 carrying E. 7th Rd over Dausman Ditch	Bridge Replacement		X	
Mishawaka					
2500057	Union St/Bremen Hwy from Sixteenth St to 2,500 ft S of Bowman Creek	Added Travel Lanes	X		
South Bend					
2500053	Ewing Ave Trail	Bike/Pedestrian Facilities			X
St. Joseph County					
2500055	Bridge #145 carrying S Main St over Bowman Creek	Bridge Replacement		X	

Title VI

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.

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

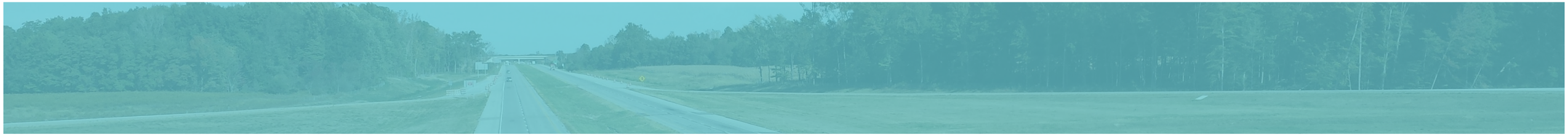
South Bend Public Transportation Corporation operates Transpo in the Cities of South Bend and Mishawaka in St. Joseph County. MACOG operates the Interurban Trolley in the Elkhart-Goshen Urbanized Area. The majority of the minority, low-income census tracts and block groups are concentrated in the traditional 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

MACOG conducts a planning analysis identifying indicator of potential disadvantage. This analysis looks at different population groups such as 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 concerning transportation.

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

To view the full indicator of potential disadvantage report and maps visit: www.maps.macog.com.



PERFORMANCE BASED PLANNING

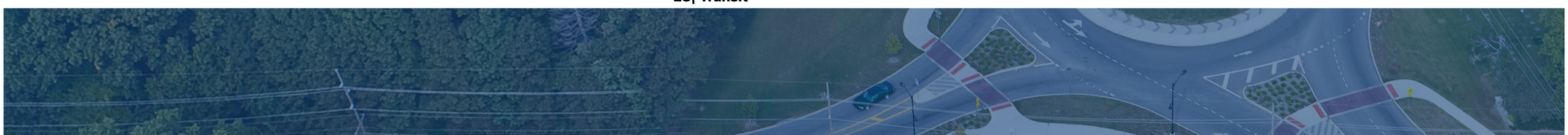
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Performance-Based Planning

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

- **Safety -** to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - to maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - to achieve a significant reduction in congestion on the National Highway System (NHS)
- **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 a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. In accordance with the rulemakings, 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 data that tracks progress toward achieving the 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 (see 23 CFR 450.314(h)).

MACOG has chosen to support statewide targets set by INDOT for the required FHWA performance measures. FHWA has performance measures and final regulations published for Safety (PM 1), Bridge and Pavement Conditions (PM 2), Congestion Reduction and System Reliability (PM 3).FTA has established performance measures for Transit Asset Management, for which Transpo and the Interurban Trolley have set targets.

With these performance targets established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) reflect the importance of the planning process to investment priorities. MACOG utilizes a competitive Call for Projects process to select projects based on performance and prioritization, with focus given to considerations such as congestion, safety, and connectivity.

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. Consideration of the emergency events evaluation results is also considered in the program development process (Appendix B).

INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety-focused programs and guides DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long-range transportation plan are also used to inform the Transportation Asset Management Plan. The Planning Cooperative Procedures Manual clarifies roles and responsibilities for INDOT and MPO transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP).

This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP - June 2022), resulting 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. 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 MPOs through monthly meetings with the MPO Council and Performance Based Planning and Programming Working Group.

Safety

INDOT, MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) all collaborated on the Safety Performance Measures and Safety Performance Targets, which were updated in 2024. 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 to reduce roadway crashes as a whole, and to reduce fatalities and serious injuries on all public roads.

2025 safety targets are based upon the anticipated five-year rolling average. 27 projects totaling $115.7 million in Federal funds have been programmed in the FY 2026-2030 TIP to support these safety targets. It is important to note that there are additional projects that address other deficiencies such as pavement condition, system performance, and congestion that also contribute to a safer road network.

	Performance Measure	2021 Actual	2022 Actual	2022 Targets	2023 Targets	2024 Targets	2025 Targets
Safety	Number of Fatalities	883.0	889.6	876.0	894.2	876.3	812.4
	Fatality Rate (per 100M VMT)	1.102	1.076	1.076	1.088	1.072	1.009
	Number of Serious Injuries	3,295.0	3,402.0	2,998.2	3,348.1	3,281.1	3,031.9
	Serious Injury Rate (per 100M VMT)	4.112	4.104	3.675	4.068	3.987	3.402
	Number of Non-Motorized Fatalities and Serious Injuries	518.0	529.0	344.5	399.6	391.6	363.4
TIP Support: 27 Projects for $115.7 M in Federal Funding							

Pavement and Bridge

The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the National Highway System as well as the construction of new National Highway System facilities. INDOT uses these funds for maintenance activities on the National Highway System.

The pavement and bridge condition performance measures apply to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The National Highway System includes the Interstate Highway System, as well as other roads that are important to the nation's economy, defense, and mobility. The measures focus on the condition of pavement and bridges, including ramps utilized to access the system.

There are four measures for assessing pavement condition and two measures for assessing bridge condition. Together, INDOT, MPO's and FHWA developed targets for these pavement and bridge performance measures.

Pavement and Bridge performance measures are evaluated over a 2 and 4-year period. INDOT submitted revised four-year targets which the Policy Board voted to support at the October 2022 Policy Board meeting. These targets are supported by projects such as road reconstruction and surface treatments for pavement and bridge rehabilitation/rehab, thin deck overlays, and small structure projects for bridges. The FY 2026-2030 TIP has 25 projects totaling $136 million in Federal funding for pavement projects. The FY 2026-2030 TIP also has 23 bridge projects programmed totaling $53.7 million in Federal funds. These projects

	Performance Measures	2021 Actual	2022 Actual	2-Year Target	4-Year Target
Pavement Condition	Interstate Pavements in Good Condition	73.2%	71%	60.0%	62.0%
	Interstate Pavements in Poor Condition	0.4%	0.4%	1.0%	1.0%
	Non-Interstate NHS Pavement in Good Condition	55.5%	55.5%	50.0%	48.0%
	Non-Interstate NHS Pavement in Poor Condition	0.7%	0.7%	1.5%	1.5%
TIP Support: 19 Projects for $61.1 M in Federal Funding					

	Performance Measures	2021 Actual	2022 Actual	2-Year Target	4-Year Target
Bridge Condition	NHS Bridges by Deck Area Classified in Good Condition	50.6%	52.4%	49.0%	47.5%
	NHS Bridges by Deck Area Classified in Poor Condition	2.3%	2.2%	3.0%	3.0%
TIP Support: 26 Projects for $31.4 M in Federal Funding					

	Performance Measures	2021 (Actual)	2-Year Target (2024)	4-Year Target (2026)
System Performance	Reliable Person-Miles Traveled on Interstates	94.3%	93.0%	93.5%
	Reliable Person-Miles Traveled on non-Interstate NHS	96.7%	93.0%	93.5%
	Truck Travel Time Reliability Index	1.26	1.32	1.30
TIP Support: 11 Projects for $11.7 M in Federal Funding				

support the achievement of the State infrastructure performance measure targets.

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 for assessing freight movement, and three measures for assessing the CMAQ program. Similar to the Pavement and Bridge measures, performance is evaluated over a 4-year period. INDOT submitted revised 4-year targets for Truck Travel Time Reliability on Interstates, which the Policy Board voted to support at the October 2022 Policy Board meeting. The FY 2026-2030 TIP has 11 projects totaling $11.7 million in Federal funding that address system performance. The FY 2026-2030 TIP also has 6 projects totaling $6.5 million in Federal funding that contribute to air quality.

	Performance Measures	2021 (Actual)	2-Year Target (2024)	4-Year Target (2026)
On-Road Mobile Source Emissions	Emissions Reductions for PM10 (kg per day)	168.058	0.020	0.030
	Emissions Reductions for PM2.5 (kg per day)		3	4
	Emissions Reductions for NOx (kg per day)	3,373.765	690	725
	Emissions Reductions for VOC (kg per day)	863.370	590	600
	Emission Reduction for Carbon Monoxide (kg per day)	2668.04	330	520
TIP Support: 6 Projects for $6.5 M in Federal Funding				

Transit Asset Management (TAM)

Under the Transit Asset Management Final Rule, the Federal Transit Authority established four performance measures to approximate the State of Good Repair (SGR) for categories of capital assets that include rolling stock, equipment and facilities. These targets are included in Transit Asset Management Plans. These plans provide an overview of the strategic and systematic practices that transit providers use to ensure proper management of public transportation capital assets. These performance measures are based around the useful life benchmark (ULB) and the Transit Economic Requirements Model (TERM) Scale.

MACOG administers the Interurban Trolley in Elkhart and Goshen, and coordinates with other transit providers, including the South Bend Public Transportation Corporation (Transpo) to ensure targets are set for applicable assets.

TAM plans must be updated in their entirety at least once every four years; however, transportation providers must report annually on asset inventory data, conditions assessments and performance results, future targets for the coming Fiscal Year, as well as describe changes in transit system conditions and progress toward achieving previous performance targets.

TERM Rating	Condition	Description
Excellent	4.8 - 5.0	No visible defects; new or near new condition; may still be under warranty
Good	4.0 - 4.7	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3.0 - 3.9	Moderately deteriorated or defective, but has not exceeded useful life
Marginal	2.0 - 2.9	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1.0 - 1.9	Critically damaged or in need of immediate repair; well past useful life

Transit Asset Management Targets

Asset Category	Asset Class	Transit Agency	2025 Measure	2026 Target
Rolling Stock Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	Transpo	50%	0%
	Bus	Transpo	0%	28%
		Interurban Trolley	0%	0%
	Cutaway Bus	Interurban Trolley	0%	0%
	Mini-Bus	Transpo	11%	20%
	Mini-Van	Interurban Trolley	20%	20%
Equipment Age- % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Steel Wheel Vehicles	Transpo	50%	0%
Facilities Condition - % of facilities with a condition rating below 3 on the FTA Transit Economic Requirments Model (TERM) Scale	Administration	Transpo	0%	0%
	Maintenance		0%	0%
	Parking Structures		0%	0%
	Passenger Facilities		0%	0%

Public Transportation Safety Plan

Public Transit agencies that receive Section 5307 funds are required to have a self-certified Public Transit Agency Safety Plan (PTASP). This Plan sets safety performance measures and targets for the reduction in the 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 measures and targets. 2024 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.

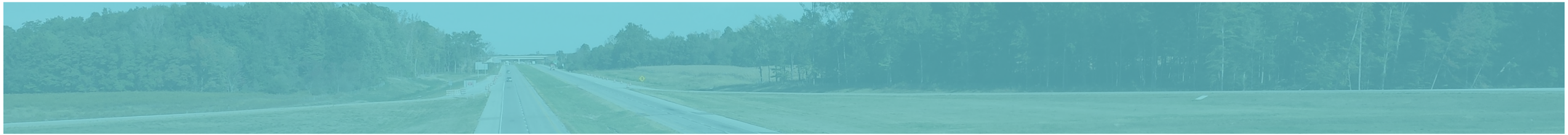
The TIP supports both TAM and PTASP targets by including $14,076,149 in capital and operating assistance for the Interurban Trolley and Transpo. These funds are used to maintain and replace vehicles; ensure infrastructure such as bus stops, signs, shelters, and transfer facilities are maintained; and allows both transit providers to ensure service that is reliable and safe.

2024 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	3.4	0.6	1.6	0.3	76.6
Paratransit	0	0	2.4	0.9	1.2	0.4	1.2

2024 Safety Performance Targets: Transpo

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	0	0	1.33	0	125,000
Paratransit	0	0	0	0	0	0	40,000



PROJECT REVENUE SOURCES & FISCAL CONSTRAINT

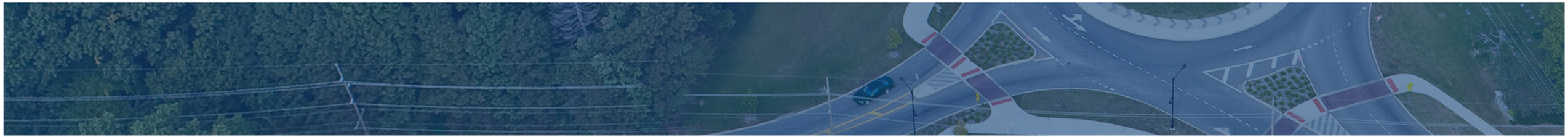
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4

Federal Funds

The Federal Highway Administration (FHWA) allocates federal funds through Congressional legislation. The most recent transportation legislation is Infrastructure Investment and Jobs Act (IIJA), signed into public law November 21, 2021. The IIJA 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 IIJA, these funds are divided into the following categories:

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

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

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

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

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

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

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

Federal fiscal constraint for the FY 2026-2030 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. The funds for urbanized areas above 200,000 must go directly to a designated recipient in that urbanized area, therefore MACOG is the recipient of transit funds for the South Bend-Niles Urbanized Area. MACOG then undergoes a split process to split up these 5307, 5337, and 5339 funds to be used by the South Bend Public Transportation Corporation, Northern Indiana Commuter Transportation District, and Niles Dial-A-Ride, through a cooperative agreement with Southwest Michigan Planning Commission. 5310 funds are directly administered by MACOG who uses the funds to give to human service providers in the South Bend region for the purchase of vehicles.

For urbanized areas between 50,000 and 200,000 persons, 5307 funds are allocated to each state with suggestions by the FTA on how to allocate these funds to each Urbanized Area. In the State of Indiana, the apportionment amounts as suggested by FTA are directly used to allocate funds to the Elkhart Urbanized Areas with MACOG as the direct recipient of these funds that are used to fund the Interurban Trolley that MACOG administers. 5310 and 5339 funds as appropriated by the FTA are not allocated directly to MACOG but the entire state's pool is given to the Indiana Department of Transportation with MACOG allowed to apply for these funds for transit projects in Elkhart County.

In order to use all FTA Federal 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 compliance with FTA Circular 7008.1, it has been determined that financial capacity exists to fund the South Bend Public Transportation Corporation, the Northern Indiana Commuter Transportation District, and the Interurban Trolley programmed projects during fiscal years 2026 through 2030.

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 standalone 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 2026 - 2030 Local Projects Fiscal Constraint							
County		SFY 2026	SFY 2027	SFY 2028	SFY 2029	SFY 2030	Total
Elkhart County	Federal Funds	$12,207,182.40	$13,135,090.40	$6,439,788.20	$10,078,385.60	$9,034,734.60	$50,895,181.20
	Programmed	$12,019,874.40	$10,368,516.00	$6,712,102.20	$9,648,037.60	$16,080,264.60	$54,828,794.80
	Difference	$187,308.00	$2,766,574.40	$(272,314.00)	$430,348.00	$(7,045,530.00)	$(3,933,613.60)
Kosciusko County	Federal Funds	$3,641,584.00	$1,896,500.00	$5,658,960.00	$19,200.00	$1,719,900.00	$12,936,144.00
	Programmed	$3,641,584.00	$1,896,500.00	$5,658,960.00	$19,200.00	$1,719,900.00	$12,936,144.00
	Difference	$-	$-	$-	$-	$-	$-
Marshall County	Federal Funds	$661,779.00	$168,000.00	$2,707,520.00	$3,110,400.00	$1,526,400.00	$8,174,099.00
	Programmed	$661,779.00	$168,000.00	$2,707,520.00	$3,110,400.00	$1,526,400.00	$8,174,099.00
	Difference	$-	$-	$-	$-	$-	$-
St. Joseph County	Federal Funds	$9,533,419.00	$10,351,649.00	$11,191,018.00	$6,228,518.60	$10,315,456.20	$47,620,060.80
	Programmed	$9,720,727.00	$12,412,835.00	$11,569,244.00	$4,006,104.60	$2,423,682.20	$40,132,592.80
	Difference	$(187,308.00)	$(2,061,186.00)	$(378,226.00)	$2,222,414.00	$7,891,774.00	$7,487,468.00
Region	Federal Funds	$26,043,964.40	$25,551,239.40	$25,997,286.20	$19,436,504.20	$22,596,490.80	$119,625,485.00
	Programmed	$26,043,964.40	$24,845,851.00	$26,647,826.20	$16,783,742.20	$21,750,246.80	$116,071,630.60
	Difference	$-	$705,388.40	$(650,540.00)	$2,652,762.00	$846,244.00	$3,553,854.40

Fiscal Constraint

Local Projects

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

It should be noted that projects listed in SFY 2030 are only illustrative, and will require an amendment to move forward into the program.

Table 2: SFY 2026 - 2030 Federal Funds Allocation							
County	Funding Type	SFY 2026	SFY 2027	SFY 2028	SFY 2029	SFY 2030	Total
Elkhart County	STBG - MPO	$2,816,890	$2,816,890	$2,816,890	$2,816,890	$2,816,890	$14,084,450
	HSIP, Section 164	$895,362	$895,362	$895,362	$895,362	$895,362	$4,476,810
	CMAQ	$1,201,316	$1,201,316	$1,201,316	$1,201,316	$1,201,316	$6,006,580
	CRP	$440,347	$440,347	$440,347	$440,347	$440,347	$2,201,735
	TA	$504,684	$504,684	$504,684	$504,684	$504,684	$2,523,420
	PROTECT	$162,149	$162,149	$162,149	$162,149	$162,149	$810,745
	INDOT Allocated	$186,434	$7,114,342	$419,040	$4,057,638	$3,013,987	$14,791,441
	MPO Transfers	$6,000,000					
	Total	$12,207,182	$13,135,090	$6,439,788	$10,078,386	$9,034,735	$44,895,181
Kosciusko County	INDOT Allocated	$3,641,584	$1,896,500	$5,658,960	$19,200	$1,719,900	$12,936,144
	Total	$3,641,584	$1,896,500	$5,658,960	$19,200	$1,719,900	$12,936,144
Marshall County	INDOT Allocated	$661,779	$168,000	$2,707,520	$3,110,400	$1,526,400	$8,174,099
	Total	$661,779	$168,000	$2,707,520	$3,110,400	$1,526,400	$8,174,099
St. Joseph County	STBG - MPO	$6,120,781	$6,120,781	$6,120,781	$6,120,781	$6,120,781	$30,603,905
	HSIP, Section 164	$1,054,100	$1,054,100	$1,054,100	$1,054,100	$1,054,100	$5,270,500
	CMAQ	$1,167,872	$1,167,872	$1,167,872	$1,167,872	$1,167,872	$5,839,360
	CRP	$743,591	$743,591	$743,591	$743,591	$743,591	$3,717,955
	TA	$852,234	$852,234	$852,234	$852,234	$852,234	$4,261,170
	PROTECT	$275,071	$275,071	$275,071	$275,071	$275,071	$1,952,518
	INDOT Allocated	$5,020,852	$138,000	$977,369	$168,230	$101,807	$6,406,258
	MPO Transfers	$(5,701,082)			$(4,153,360)		
	Total	$9,533,419	$10,351,649	$11,191,018	$6,228,519	$10,315,456	$58,051,666

The funding projections used for the Federal Funds Allocation are based on the estimated apportionment levels in the IIJA, which runs through federal fiscal year 2026. The funding projections for the outers years of the TIP assume the federal funding remains consistent at the estimated FY 26 apportionment levels.

Table 3: SFY 2026 - 2030 Highway Programmed Projects							
County	**LPA**	**SFY 2026**	**SFY 2027**	**SFY 2028**	**SFY 2029**	**SFY 2030**	**Total**
Elkhart County	Elkhart	$-	$548,000	$-	$490,400	$1,000,000	$2,038,400
	Goshen	$3,100,000	$240,000	$340,000	$5,100,000	$5,900,000	$14,680,000
	Elkhart Co.	$8,879,874	$4,376,096	$6,372,102	$4,057,638	$9,180,265	$32,865,975
	Middlebury	$-	$5,204,420	$-	$-	$-	$5,204,420
	MACOG	$40,000	$-	$-	$-	$-	$40,000
	Total	$12,019,874	$10,368,516	$6,712,102	$9,648,038	$16,080,265	$54,828,795
Kosciusko County	Warsaw	$2,830,184	$-	$-	$-	$-	$2,830,184
	Milford	$220,000	$978,400	$-	$-	$-	$1,198,400
	Kosciusko Co.	$591,400	$918,100	$5,658,960	$19,200	$-	$7,187,660
	North Webster	$-	$-	$-	$-	$1,719,900	$1,719,900
	Total	$3,641,584	$1,896,500	$5,658,960	$19,200	$1,719,900	$12,936,144
Marshall County	Argos	$-	$-	$474,720	$-	$-	$474,720
	Bourbon	$-	$-	$300,000	$-	$-	$300,000
	Marshall Co.	$661,779	$168,000	$1,932,800	$3,110,400	$1,526,400	$7,399,379
	Total	$661,779	$168,000	$2,707,520	$3,110,400	$1,526,400	$8,174,099
St. Joseph County	South Bend	$1,796,000	$7,032,960	$-	$2,280,000	$-	$11,108,960
	Mishawaka	$250,000	$-	$10,290,000	$1,256,000	$-	$11,796,000
	St. Joseph Co.	$7,305,352	$5,078,000	$977,369	$168,230	$2,121,807	$15,650,758
	Osceola	$67,500	$-	$-	$-	$-	$67,500
	MACOG	$301,875	$301,875	$301,875	$301,875	$301,875	$1,509,375
	Total	$9,720,727	$12,412,835	$11,569,244	$4,006,105	$2,423,682	$40,132,593
Total		$26,043,964	$24,845,851	$26,647,826	$16,783,742	$21,750,247	$116,071,631

Table 4: Local Fiscal Constraint (SFY 2026 - 2030)				
County	**LPA**	**Projected Local Revenues (LR&S, MVHA, CBF)**	**Programmed Local Match**	**Remaining Available for Maintenance and Operations**
Elkhart County	Elkhart	$44,646,001	$509,600	$44,136,401
	Goshen	$21,503,022	$9,421,891	$12,081,131
	Elkhart Co.	$42,353,294	$8,216,492	$34,136,802
	Middlebury	$4,984,474	$1,301,105	$3,683,369
Kosciusko County	Warsaw	$3,099,310	$2,559,079	$540,231
	Milford	$1,908,803	$299,600	$1,609,203
	Kosciusko Co.	$27,865,106	$1,614,546	$26,250,560
Marshall County	Marshall Co.	$30,617,942	$1,795,078	$28,822,864
	Argos	$3,943,840	$118,680	$3,825,160
	Bourbon	$1,172,502	$75,000	$1,097,502
St. Joseph County	South Bend	$66,926,366	$2,777,240	$64,149,126
	Mishawaka	$17,874,457	$4,292,020	$13,582,437
	St. Joseph Co.	$50,412,339	$3,912,690	$46,499,649

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 2026 - 2030 Transit Projects Fiscal Constraint

Urbanized Area		SFY 2026	SFY 2027	Total
Elkhart-Goshen UZA	Federal Funds	$2,850,000	$2,850,000	$5,700,000
	Programmed	$2,842,400	$2,836,600	$5,679,000
	Difference	$7,600.00	$13,400.00	$21,000.00
South Bend UZA	Federal Funds	$5,900,272	$5,900,272	$11,800,544
	Programmed	$4,117,149	$4,280,000	$8,397,149
	Difference	$1,783,123	$1,620,272	$3,403,395
Region	Federal Funds	$8,750,272	$8,750,272	$17,500,544
	Programmed	$6,959,549	$7,116,600	$14,076,149
	Difference	$1,790,723	$1,633,672	$3,424,395

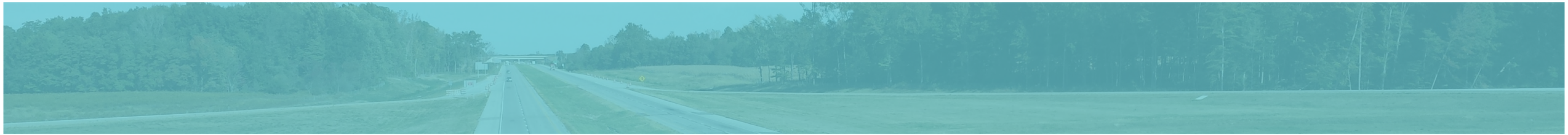
Table 6: SFY 2026 - 2030 Transit Funds Allocations

Urbanized Area	SFY 2026	SFY 2027	Total
Elkhart-Goshen UZA	$2,850,000	$2,850,000	$5,700,000
South Bend UZA*	$5,900,272	$5,900,272	$11,800,544
Total	$8,750,272	$8,750,272	$17,500,544

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

Table 7: SFY 2026 - 2030 Transit Programmed Projects

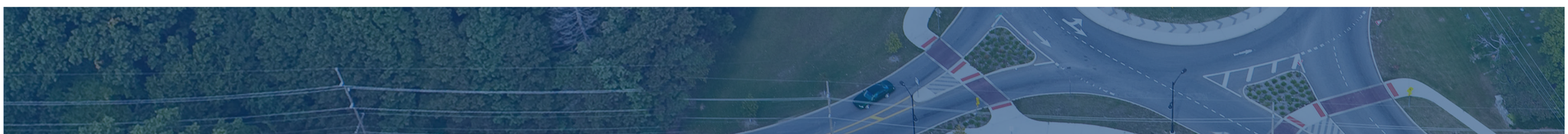
Urbanized Area	SFY 2026	SFY 2027	Total
Elkhart-Goshen UZA	$2,842,400	$2,836,600	$5,679,000
South Bend UZA	$4,117,149	$4,280,000	$8,397,149
Total	$6,959,549	$7,116,600	$14,076,149



PROJECT LISTINGS

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35 |Construction Updates
38 |Project Listing Maps



5

FY 2026-2030 Project Listing

This section includes the project listing of investments that are programmed to happen over the next five years to improve and enhance the transportation network. The Fiscal Year 2026-2030 TIP includes projects supported by nearly $478 million in federal funding. This listing is a living document. It can be amended or modified to add or remove projects and adjust for changes in scope, cost, or schedule. Amendments are presented to the Policy Board for approval and are subject to public review, while minor changes can be made by administrative modifications.

The most current TIP lisiting can be found at www.macog.com/tip.html.

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 the first half of calendar year 2025. 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 is posted to the MACOG website.

Progress since FY 2024-2028 TIP

Location	Work Type	Status
Local Projects		
Mishawaka, Twelfth Street (Phase III) from Dodge Ave to Campbell St	Road Reconstruction (3R/4R Standards)	Complete
Mishawaka Riverwalk Cedar St Bridge	Bridge Widening	In Progress
McKinley Avenue from Division to Elder (Phase I CN to Lynn)	Added Travel Lanes	Withdrawn
Mishawaka, Mussel Primary-Holy Cross School Area Sidewalk Improvements	Bike/Pedestrian Facilities	Lettting in March 2025
South Bend, Sidewalk Replacement in the Our Lady of Hungary Neighborhood	Bike/Pedestrian Facilities	Complete
St. Joseph County, Cleveland at Beech Roundabout	Intersection Improvement	In Progress
St. Joseph County, Mayflower Rd Bridge over NS Railroad	Bridge Rehabilitation or Repair	In Progress
Elkhart, Bristol St from Jeanwood Dr. to CR 15	Auxiliary Lanes, Two-Way Left Turn	In Progress
Elkhart, Hively Avenue, East of Main St, crossing the NS Railroad	Grade Separation	Letting in FY 2026
Elkhart County, Bridge #312 on CR 142 over Turkey Creek	Bridge Replacement	In Progress
Elkhart County, Sunnyside Ave Grade Separation over NS Railroad	Grade Separation	In Progress
Elkhart County, Bridge #145 on CR 26 over Baugo Creek	Bridge Rehabilitation or Repair	In Progress

Progress since FY 2024-2028 TIP

Location	Work Type	Status
Elkhart County, CR 17 Multi-Use Path from US 33 to CR 45	Bike/Pedestrian Facilities	Complete
EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure	Withdrawn
Kosciusko County, Bridge #227 on S Hand St over Walnut Creek	Bridge Replacement	In Progress
Kosciusko County, Bridge #161 on CR 200 S over Walnut Creek	Bridge Replacement, Other Construction	Complete
Kosciusko County, Bridge 30 on Beer Rd over Turkey Creek	Bridge Replacement	In Progress
Kosciusko County, Bridge 9 Husky Trail over Deeds Creek	Bridge Replacment	In Progress
Culver, Lake Max Trail Phase III, from Academy Rd to West of Town Limits	Bike/Pedestrian Facilities	In Progress
Culver, Slate St, Jefferson St, and Cass St Trail	Bike/Pedestrian Facilities	In Progress
Marshall County, Bridge #11 Union Rd over Pine Creek	Bridge Replacement	Complete
Marshall County, Bridge #232 Randolph Dr over Yellow River	Bridge Replacement	In Progress
Plymouth, Greenways Trail, Phase III - North in River Square Park to pedestrian bridge across from River Gate South	Bike/Pedestrian Facilities	In Progress
La Paz, Michigan Street from Walnut Street to Vintage Street	Bike/Pedestrian Facilities	In Progress

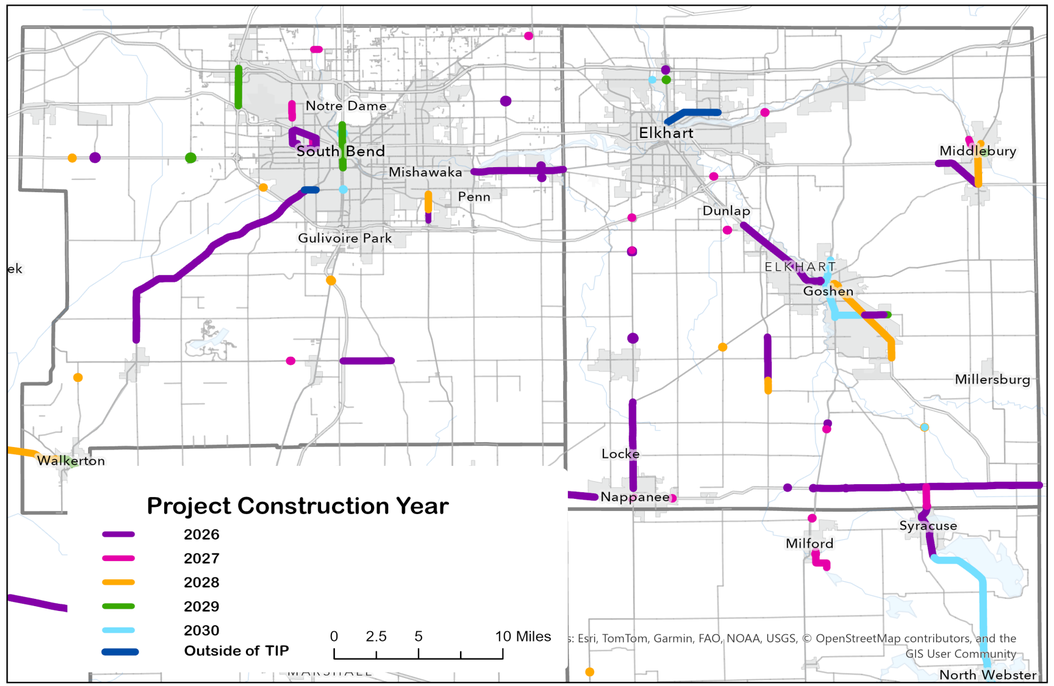
Progress since FY 2024-2028 TIP

Location	Work Type	Status
INDOT Projects		
SR 2 from US 20 to US 20/31	HMA Overlay Structural	Complete
SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	In Progress
SR 119, 1.35 miles East of SR 19 (CR 7)	Intersection Improvement	In Progress
SR 120, from 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	Suspended
SR 120, 0.86 Miles West of SR 15 (W Junct) to 0.41 Miles East of SR 15 (E Junct)	Pavement Replacement	In Progress
SR 15, .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	In Progress
SR 10 at Deer Creek, 2.39 mi W of SR 331	Bridge Replacement	Complete
US 6 at CSX RR, 0.38 mi E of SR 106	Replace Superstructure	Complete
SR 10 from SR 117 to US 31	HMA Overlay, Preventative Maintenance	In Progress
SR 10 from SR 17 E. Jct. to SR 117	HMA Overlay, Preventative Maintenance	In Progress
US 6 from the E Jct. of SR 106 to 2.03 miles W of SR 19 (Shawnee Dr)	HMA Overlay, Minor Structural	In Progress

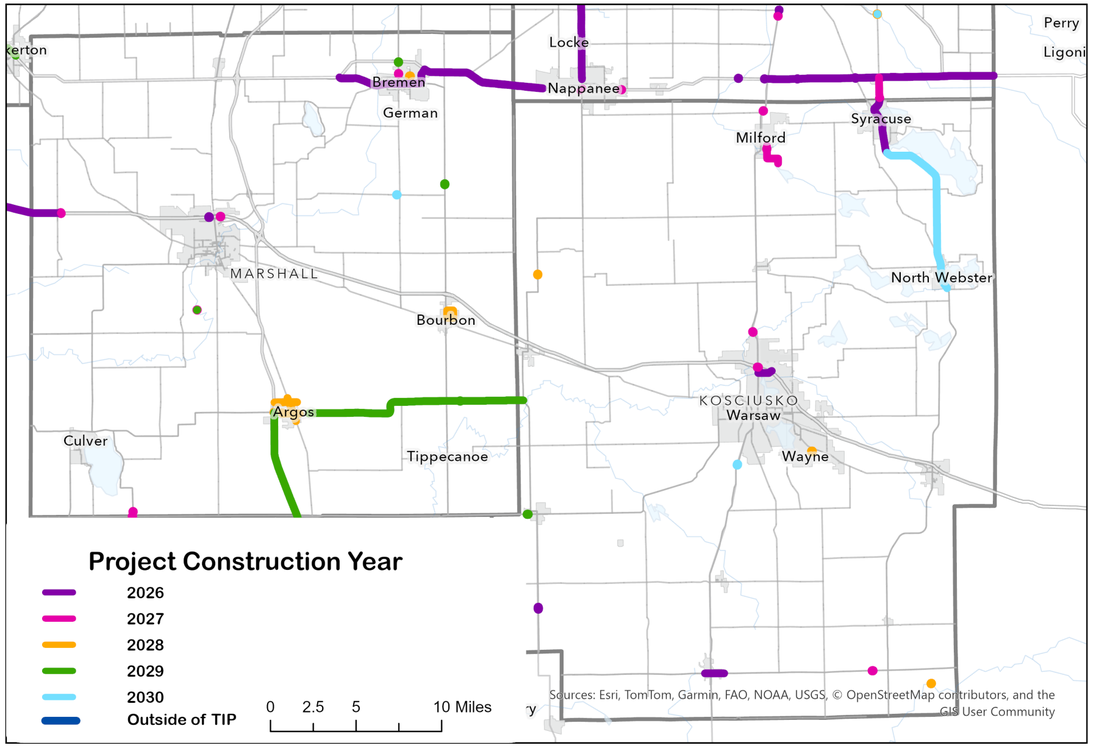
Progress since FY 2024-2028 TIP

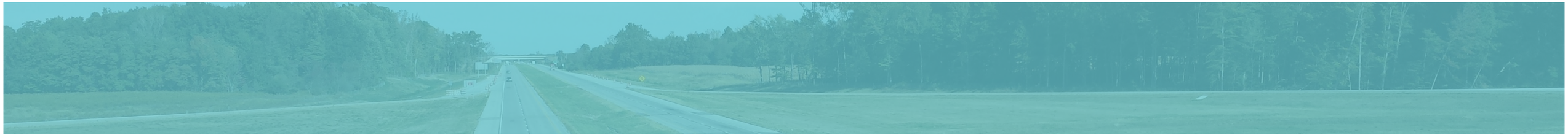
Location	Work Type	Status
SR 10 from .59 mi E of US 31 (Juniper Rd) to SR 19	HMA Overlay, Minor Structural	Suspended
SR 17, E Jct of SR 10 to SR 8	HMA Overlay, Minor Structual	Suspended
SR 10, W Jct of SR 17 to E Jct of SR 17	HMA Overlay, Minor Structual	Suspended

St. Joseph and Elkhart County Projects



Marshall and Kosciusko County Projects





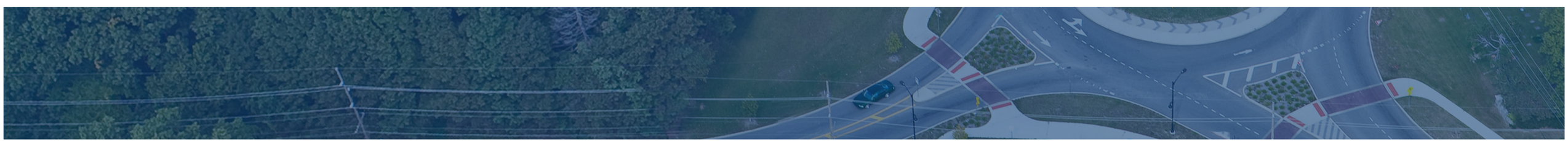
APPENDIX A

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COMMENTS RECEIVED

42 |Public Comments

42 |Stakeholder Comments



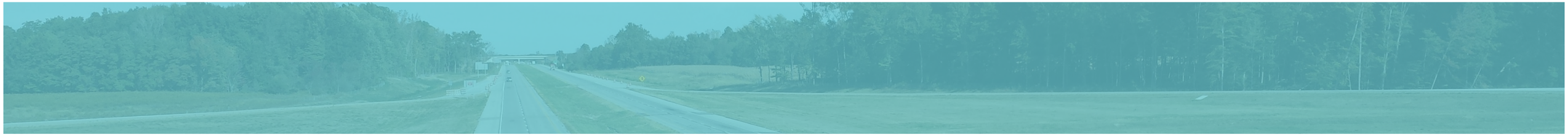
A

Public Comment			
Date	**Submitted By**	**Comment**	**MACOG Response**
4/2/2025	Liliana Lomeli, In Person	• I put my 2 cents in the questions around the room. My feedback is more so about the accessibility of the event: 1. Who is the event tailored toward? 2. Who can get time off of work to come at 3:30 to 5:30? If it is everyday citizens, I don't think the time and layout invites that.	Thank you for your feedback and participation. We acknowledge that in-person open house times might not work for everyone. To help reach a broader audience, in addition to the two open houses that were held, the plan was available online or at local libraries for 30 days, and the public is invited to review, provide comments or ask questions in multiple formats.

MACOG/INDOT Project Updates

- Updated Des Numbers, Transit Id's, and Contract Numbers
- Added Projects (Contracts or Des #'s)
  - CFI-01 - MACOG Regional Chargin & Fueling Infrastructure Project
  - RAISE-02 - Connecting the Crossway Trail Spine: Planning Study for the Mishawaka to Elkhart Trail (MET)
  - 2300274 - Electric Charging Infrastructure at various locations along Indiana Interstates

Stakeholder Comment			
Date	**Submitted By**	**Comment**	**MACOG Response**
4/7/2025	FTA, Email	• Is it possible that the page showing the contents of each chapter can come after the name of the chapter? For instance, page 6 shows the subsections of Chapter 2 ("Development Process", "Public Participation" etc.), and then page 7 displays the chapter name ("Planning Process"). Can it be reversed? • I suggest double-checking the use of acronyms - many are defined multiple times. Even MACOG is defined anew in Chapter 4 (p. 22). • P 4 - the acronym "SBPTC" is not defined • P. 11 - It is Federal Transit Administration, not Federal Transit Agency. • P. 22 - Replace reference to Bipartisan Infrastructure Law (BIL) with Infrastructure Investment and Jobs Act (IIJA). Ensure this is con • P. 24 - At the beginning of the Transit Funds section, the description of a designated recipient is not quite right. FTA requires a designated recipient for all urbanized areas of 200k or above, and formula funds for urbanized areas between 50k-200k in population go through the state. Please see page II-3 through II-5 of Circular C9050.1A and ensure that the text is aligned with those requirements. Additionally, this section talks about South Bend PTC and the Interurban Trolley have the financial capacity for projects in FY 2024 through 2028, but I think this should be 2026 through 2030.	MACOG made several clarifications and updates based on the comments received.
4/9/2025	FHWA, Email	• FHWA encourages MPO TIPS to utilize visualization techniques throughout the document. • It is not clear if an inflation rate is used to determine fiscal constraint, please consider clarifying this in the Fiscal Constraint section • Please ensure all appendices and all pending information are included in the final TIP. Public participation has not been reviewed as that information is not included in the Appendixes in the draft received.	MACOG has included clarifying language regarding fiscal constraint and projected funding. Final document has been updated to include public participation information.



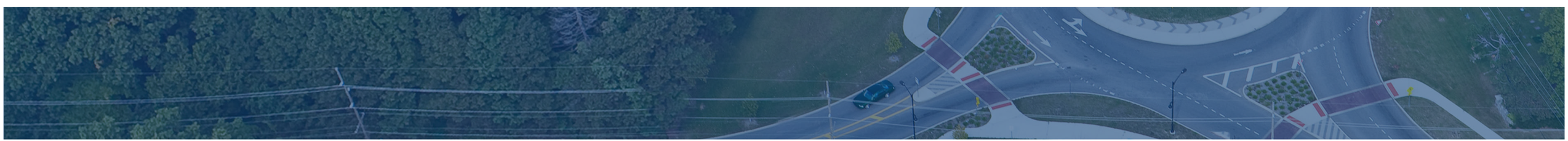
APPENDIX B

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TIP UPDATES

54 |Resolution 12-25

55 |Emergency Relief Projects Map



B

RESOLUTION 12-25
A RESOLUTION OF THE MICHIANA AREA COUNCIL OF GOVERNMENTS ENDORSING THE MICHIANA AREA COUNCIL OF GOVERNMENTS FISCAL YEAR 2026 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) 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 Areas, and the Rural Planning Organization for Marshall and Kosciusko Counties, has cooperated with local governmental entities and implementing agencies to prepare a Fiscal Year (FY) 2026-2030 TIP which is consistent with the Michiana on the Move: 2050 Transportation Plan; and

WHEREAS, MACOG has deemed the FY 2026-2030 TIP conforms to the State Implementation Plan for Air Quality and has consulted with the Interagency Consultation Group, and anticipates, after Policy Board approval, the USDOT will find that the proposed FY 2026-2030 TIP meets Transportation Conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93;

WHEREAS, the development of the TIP has involved the public and interested stakeholders through a process documented in the MACOG Public Engagement Plan, including a public comment period of no less than 30 days.

BE IT THEREFORE RESOLVED that the Michiana Area Council of Governments FY 2026-2030 TIP is hereby endorsed.

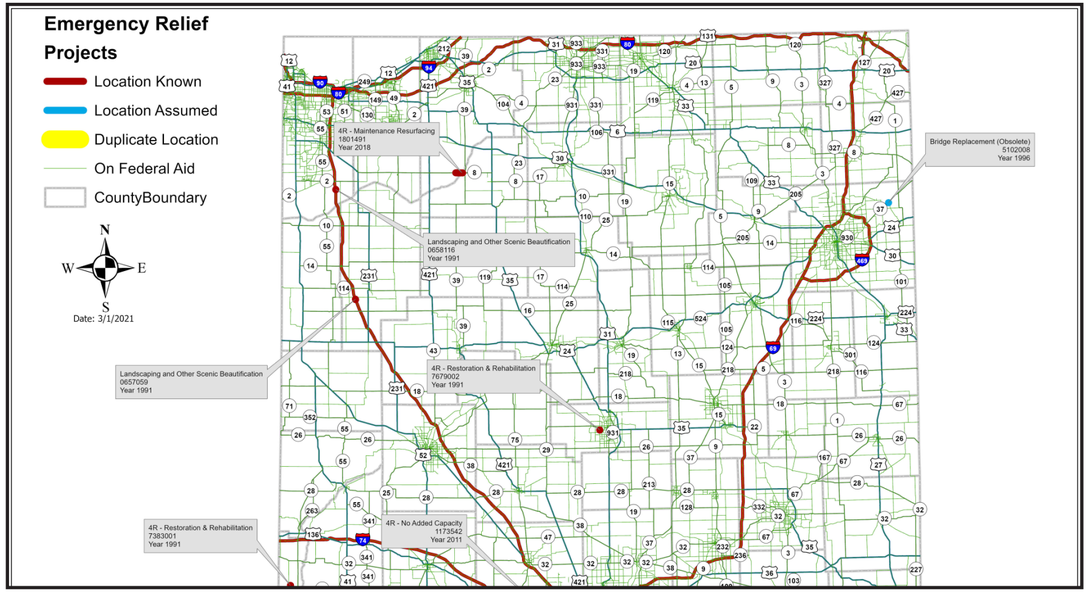
IN WITNESS WHEREOF, this Resolution has been adopted on this 9th day of April 2025

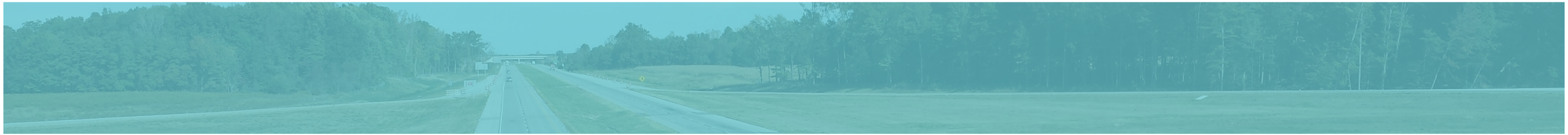
Michiana Area Council of Governments

David Wood, Policy Board Chair

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Emergency Relief Projects Map



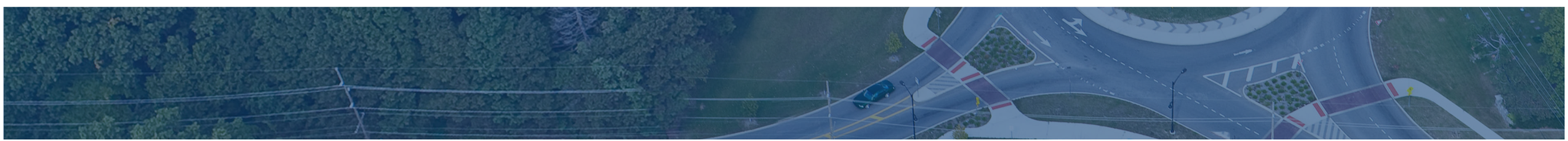


APPENDIX C

CONTENTS

TRANSPORTATION PLAN SUPPORT

50 |Michiana on the Move: 2050 Transportation Plan & FY 26-30 TIP



C

Projects or phases included in the TIP should be consistent with the approved Metropolitan Transportation Plan. This list includes projects listed in the Michiana on the Move: 2050 Transportation Plan and the FY 2026-2030. Projects that are regional significant or non-exempt for air quality conformity are identified. Please note, communities in Kosciusko County and Marshall County do not have transportation conformity requirements, therefore an exempt or non-exempt designation is not applicable.

Project included in the Michiana on the Move: 2050 Transportation Plan and FY 26-30 TIP

Sponsor	Project Route	Beginning Termini	Ending Termini	Type of Work	Length (Miles)	TIP ID	Non Exempt
Elkhart Co.	CR 17	CR 142	CR 38	New Road Construction	2.56	2100027 2100028	X
Goshen	College Ave	US 33	Industrial Park Entrance	Auxiliary Lanes (TWLT)	1.34	2100021 2201239	
Goshen	College Ave	9th	US 33	Auxiliary Lanes (TWLT)	1.21	1900739	X
Mishawaka	Union St/ Bremen Hwy	2,500 ft S of Dragoon Trl	Sixteenth St	Added Travel Lanes (2 to 5 lanes)	0.61	2500057	X
Mishawaka	Union St/ Bremen Hwy	Ireland Rd	2,500 ft S of Dragoon Trl	Added Travel Lanes (2 to 5 lanes)	0.64	2500058	X
South Bend	Bendix Dr	Voorde Dr	Lathrop St	Road Reconstruction	0.66	2100022	
St. Joseph Co.	Pierce Rd	US 31	Miami Hwy	Road Reconstruction	1.91	1702832	
St. Joseph Co.	Douglas Rd	Bittersweet Rd		Intersection Improvement		2100024	
Warsaw	Anchorage Rd	SR 15	Biomet Dr	Added Travel Lanes (TWLT)	0.66	1702849	
INDOT	US 20	CR 35	SR 13	Added Travel Lanes (3 to 5 lanes)	2.13	R-42379 1900095	X
INDOT	US 33	CR 40	Monroe St	Added Travel Lanes (3 to 5 lanes)	3.88	R-45088 2000027	X
INDOT	SR 15	CR 146		Intersection Improvement		R-43820 2000024	
INDOT	SR 19	CR 28		Intersection Improvement		R-43844 2100013	
INDOT	SR 120	CR 17		Intersection Improvement		R-44562 2100009	
INDOT	SR 2	Larrison Blvd		New Interchange Construction		2401424	X
INDOT	US 31	SR 10		New Interchange Construction		T-41777 1802051	

FY 2026-2030
TRANSPORTATION IMPROVEMENT PROGRAM

APRIL 2025

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