



Evansville MPO



Henderson • Vanderburgh • Warrick

# TRANSPORTATION IMPROVEMENT PROGRAM

# TIP

2018-2021



# **TRANSPORTATION IMPROVEMENT PROGRAM**

# **2018-2021**

## **FOR THE EVANSVILLE-HENDERSON URBANIZED AREA**

EMPO Policy Committee Adoption: May 4, 2017

Indiana Governor's Approval: June 1, 2017

Kentucky Governor's Approval: May 22, 2017

Evansville Metropolitan Planning Organization

1 NW Martin Luther King, Jr. Blvd.

Room 316 - Civic Center Complex

Evansville, IN 47708

Phone: 812.436.7833

[www.evansvillempo.com](http://www.evansvillempo.com)

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of the Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views of policy of the U.S. Department of Transportation.





# AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

## AMENDMENTS:

June 1, 2017  
August 3, 2017  
September 7, 2017  
November 2, 2017  
January 11, 2018  
March 8, 2018  
April 12, 2018  
July 12, 2018  
August 9, 2018  
September 13, 2018  
February 14, 2019  
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July 26, 2017  
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November 8, 2017  
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May 25, 2018  
July 13, 2018  
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September 18, 2018  
November 20, 2018  
December 21, 2018  
February 25, 2019  
March 25, 2019  
April 1, 2019

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# ACKNOWLEDGEMENTS

## EVANSVILLE MPO POLICY COMMITTEE MEMBERS

<b>Mr. Jack Corn, Jr.</b>	Chairperson, Evansville City Council Appointment
<b>Mr. Rusty Fowler</b>	Vice Chairperson, Indiana Department of Transportation
<b>Mr. Lloyd Winnecke</b>	Mayor, City of Evansville
<b>Mr. Jeff Hatfield</b>	Commissioner, Vanderburgh County Commission
<b>Dr. H. Dan Adams</b>	Councilman, Evansville City Council
<b>Ms. Angela Koehler Lindsey</b>	Councilwoman, Vanderburgh County Council
<b>Mr. Dan Saylor</b>	Commissioner, Warrick County Commission
<b>Mr. Buzzy Newman</b>	City Manager, City of Henderson Appointment
<b>Mr. William Hubiak</b>	County Engineer, Henderson County Appointment
<b>Mr. Michael Lockard</b>	Vanderburgh County Commission Appointment
<b>Mr. Todd M. Robertson</b>	Transportation and Services Director, City of Evansville Mayoral Appointment
<b>Ms. Christy Powell</b>	Newburgh Town Manager, Town of Newburgh appointment
<b>Ms. Deneatra Henderson</b>	Kentucky Transportation Cabinet
<b>Mr. Joe McGuinness</b>	Indiana Department of Transportation (NV)
<b>Ms. Mayela Sosa</b>	Indiana Federal Highway Administration (NV)
<b>Ms. Erica Tait</b>	Indiana Federal Highway Administration (NV)
<b>Mr. Shawn Seals</b>	Indiana Department of Environmental Management (NV)
<b>Ms. Marisol Simon</b>	Federal Transit Administration Region V (NV)
<b>Ms. Cecilia Crenshaw</b>	Federal Transit Administration Region V (NV)
<b>Mr. Thomas L. Nelson, Jr.</b>	Kentucky Federal Highway Administration (NV)
<b>Ms. Bernadette Dupont</b>	Kentucky Federal Highway Administration (NV)
<b>Mr. Greg Thomas</b>	Kentucky Transportation Cabinet (NV)
<b>Ms. Amanda Spencer</b>	Kentucky Transportation Cabinet (NV)
<b>Ms. Melissa Duff</b>	Kentucky Division of Air Quality (NV)

(NV) = Non-voting

# ACKNOWLEDGEMENTS

## EVANSVILLE MPO TECHNICAL COMMITTEE MEMBERS

**Mr. Greg Wathen**      Chairperson, Economic Development Coalition of Southwest Indiana

**Mr. John Stoll**      Vice-Chairperson, Vanderburgh County Engineer

**The following organizations are represented on the Technical Committee:**

American Medical Response  
Carver Community Organization  
CSX Transportation  
Easter Seals Rehabilitation Center  
Economic Development Coalition of Southwest Indiana  
EnviroKinetics, Inc.  
Evansville ARC  
Evansville Bicycle Club  
Evansville Board of Public Safety  
Evansville Chamber of Commerce  
Evansville City Engineer  
Evansville Department of Metropolitan Development  
Evansville Department of Transportation and Services  
Evansville Department of Urban Forestry  
Evansville Environmental Protection Agency  
Evansville Parks and Recreation Department  
Evansville Police Department  
Evansville Regional Airport  
Evansville-Vanderburgh Area Plan Commission  
Evansville Water and Sewer Department  
Federal Highway Administration (Indiana)  
Federal Highway Administration (Kentucky)  
Federal Transit Administration (Region V)  
Green River Area Development District  
Henderson Area Rapid Transit  
Henderson City Engineer  
Assistant Henderson City Manager

Henderson County Engineer  
Henderson County Riverport  
Henderson-Henderson County Chamber of Commerce  
Henderson-Henderson County Plan Commission  
Henderson Judge Executive  
Indiana Department of Environmental Management (Indianapolis)  
Indiana Department of Transportation (Indianapolis)  
Indiana Department of Transportation (Vincennes)  
Indiana Southern Railroad  
Kentucky Transportation Cabinet (Frankfort)  
Kentucky Transportation Cabinet (Madisonville)  
Lochmueller Group  
Metropolitan Evansville Transit System  
Port of Indiana-Mount Vernon  
Posey County Chamber of Commerce  
Qk4, Inc.  
River City Taxi  
St. Mary's Trauma Hospital  
SIRS, Inc.  
University of Evansville  
Vanderburgh County Emergency Management Agency  
Vanderburgh County Engineer  
Warrick County Economic Development  
Warrick County Plan Commission  
Warrick County School Corporation  
Westside Improvement Association



# ACKNOWLEDGEMENTS

## CITIZEN'S ADVISORY COMMITTEE (MTP 2040)

<b>Mr. A.C. Braun</b>	Skanska
<b>Mr. Abraham Brown</b>	HOLA
<b>Ms. Andrea Hays</b>	Welborn Baptist Foundation
<b>Ms. Angie Higgins</b>	Easter Seals Rehabilitation Center
<b>Mr. Ben Wills</b>	Young Professionals Network
<b>Ms. Beth Strawn</b>	Downtown Henderson
<b>Mr. Bill Pedtke</b>	Southwestern Indiana Builders Association
<b>Mr. Brad Schneider</b>	Henderson Chamber of Commerce
<b>Mr. Brian Murphy</b>	New Urban Home
<b>Mr. Buzzy Newman</b>	City of Henderson
<b>Mr. Christopher Cooke</b>	Eastview Neighborhood Association
<b>Mr. David Matthews</b>	David Matthews and Associates
<b>Ms. Diane Clements</b>	Human Relation Commission
<b>Mr. Fred Mulfinger</b>	Lamsco Neighborhood Association
<b>Mr. Fred Padget</b>	Westside Improvement Association
<b>Mr. Greg Prichett</b>	Henderson County Riverport
<b>Ms. Janet James</b>	Poplar Grove Neighborhood Association
<b>Ms. Jennie Downey</b>	Citizen
<b>Ms. Jennifer Richmond</b>	Henderson Police Department
<b>Mr. Jim Heck</b>	Grow Southwest Indiana Workforce
<b>Mr. Jim Wilsbacher</b>	CAJE, WATS
<b>Mr. Joe Ballard</b>	Vanderburgh County Solid Waste
<b>Mr. John DiDomizio</b>	Morley and Associates
<b>Mr. John Kuhn</b>	Citizen
<b>Mr. John Scott Foster</b>	Wesselman Nature Society
<b>Mr. Josh Gilmore</b>	Evansville Museum of Arts, History & Science
<b>Mr. Kevin Bain</b>	Welborn Baptist Foundation
<b>Ms. Linda Cleek</b>	University of Southern Indiana
<b>Ms. Linda Jones</b>	CHAIN Neighborhood Association
<b>Ms. Marcia Learned-Au</b>	Evansville Vanderburgh Public Library
<b>Ms. Mardi File</b>	Welborn Baptist Foundation
<b>Mr. Mark Allen</b>	Citizen
<b>Mr. Martin Rowland</b>	Junior Achievement
<b>Mr. Mike O'Daniel</b>	Citizen

<b>Mr. Nate Hahn</b>	Evansville Regional Airport
<b>Mr. Nibby Priest</b>	Vaughn Insurance
<b>Ms. Pam Hendrickson</b>	City of Boonville
<b>Mr. Phil Wilzbacher</b>	Ports of Indiana
<b>Ms. Roberta Heiman</b>	Evansville-area Trails Coalition
<b>Mr. Russ Woosley</b>	Mulzer Stone/Keep Evansville Beautiful
<b>Mr. Scott Wylie</b>	Vanderburgh Community Foundation
<b>Mr. Shance Sizemore</b>	Growth Alliance for a Greater Evansville
<b>Mr. Shawn Hayden</b>	Eastland Mall
<b>Ms. Shari Sherman</b>	Warrick County Chamber of Commerce
<b>Mr. Steve Helfrich</b>	Vanderburgh Soil and Water Conservation District
<b>Mr. and Ms. Steve and Susan Harp</b>	Oak Hill Neighborhood Association
<b>Mr. Terry Phillippe</b>	Boonville NOW

## EVANSVILLE MPO STAFF

<b>Mr. Seyed Shokouhzadeh</b>	Executive Director
<b>Ms. Pamela Drach</b>	Deputy Director
<b>Ms. Erin Schriefer</b>	Senior Transportation Planner: Non-motorized/MTP
<b>Ms. Laura Lamb</b>	Transportation Engineer: GIS/Freight/Land Use/Smart Growth
<b>Mr. Matt Schriefer, AICP</b>	Transportation Planner: Public Transportation/Transit
<b>Mr. Amir Varshochi</b>	Transportation Planner: GIS
<b>Mr. Xinbo Mi</b>	Transportation Engineer: Travel Demand Modeling
<b>Ms. Kari Akin</b>	Finance Officer
<b>Mr. Lorenzo Marsh</b>	Transportation Technician

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# MPO PLANNING PROCESS CERTIFICATION

## TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Evansville Metropolitan Planning Organization 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. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT 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 Americans 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.

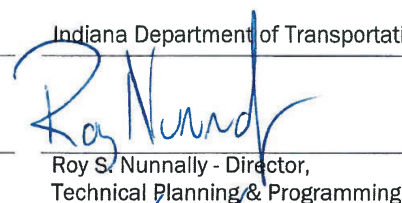
In February 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted an on-site certification review of the Evansville MPO urban transportation planning process. FHWA and FTA issued a subsequent finding that the Evansville MPO was fully certified as meeting all pertinent requirements.

Evansville Metropolitan Planning Organization

  
Seyed Shokeunzadeh - Executive Director

8/7/17  
Date

Indiana Department of Transportation

  
Roy S. Nunnally - Director,  
Technical Planning & Programming

5/25/17  
Date



# MPO PLANNING PROCESS CERTIFICATION

## KENTUCKY

### Transportation Planning Process Certification

In accordance with 23 CFR 450.218 (a), the Kentucky Transportation Cabinet hereby certifies that, to the best of its knowledge and belief, the federally required transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) 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;
- (7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (8) The Older Americans 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.

  
\_\_\_\_\_  
Greg Thomas  
Secretary of Transportation

6/16/16  
\_\_\_\_\_  
Date

# MPO TIP APPROVAL

## FY 2018-2021 Transportation Improvement Program Approval Resolution

---

### RESOLUTION ADOPTING THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2018-2021

WHEREAS, the Evansville Metropolitan Planning Organization is the organization designated by the Governor as the Metropolitan Planning Organization responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134 (Federal-Aid Highway planning requirements), and capable of meeting the requirements of 49 U.S.C. 5303 (Federal Transit planning requirements) in the Evansville Urbanized Area; and

WHEREAS, the Evansville Metropolitan Planning Organization Policy Committee is the policy body of the Evansville Metropolitan Planning Organization; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, signed into law in 2015, and associated federal regulations, require that each MPO adopt a Transportation Improvement Program (TIP) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan planning area, and that the TIP shall cover a period of no less than four years; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program (TIP) was developed in cooperation with state and local officials and public transportation operators in the region; and

WHEREAS, the FY 2018-2021 TIP program of projects is both fiscally constrained and consistent with the Metropolitan Transportation Plan 2040 (MTP 2040), and meets the requirements of 23 U.S.C. 450.326; and

WHEREAS, the development of the TIP has involved the public and interested stakeholders in an open and transparent process as detailed in the MPO's Public Participation Plan, which includes a public comment period of no less than 30 days;

BE IT THEREFORE RESOLVED, that the Evansville Metropolitan Planning Organization Policy Committee, at its regular meeting of May 4, 2017 adopts the Evansville Metropolitan Planning Organization Transportation Improvement Program, 2018-2021.



Mr. Jack Corn, Jr., Chairperson  
Evansville Metropolitan Planning Organization  
Policy Committee

May 4, 2017

# APPROVAL LETTERS



RECEIVED JUN - 8 2017

**Matthew G. Bevin**  
Governor

**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Greg Thomas**  
Secretary

May 22, 2017

Mr. Seyed Shokouhzadeh  
Executive Director  
Evansville Metropolitan Planning Organization  
1 Northwest Martin Luther King Jr. Boulevard  
Civic Center Complex, Room 316  
Evansville, IN 47708

Dear Mr. Shokouhzadeh:

It is my pleasure to approve the Evansville MPO's FY 2018-2021 transportation improvement program (TIP) as Governor Matthew Bevin's designee. The Kentucky Transportation Cabinet will incorporate the TIP by reference in Kentucky's FY 2017-2020 statewide transportation improvement program (STIP).

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Thomas".

Greg Thomas  
Secretary

JM/TWW/NH

c: John Moore  
John Ballantyne  
Wade Clements

# APPROVAL LETTERS



## INDIANA DEPARTMENT OF TRANSPORTATION *Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N955  
Indianapolis, Indiana 46204

PHONE: (317) 234-1692  
FAX: (317) 233-0958

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

June 1, 2017

Mr. Seyed Shokouhzadeh, Executive Director  
Evansville Metropolitan Planning Organization  
1 N.W. Martin Luther King Jr. Blvd,  
Evansville, IN 47708

### **Transportation Improvement Program (TIP) Approval**

Dear Mr. Shokouhzadeh:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2018-2021 Transportation Improvement Program for the Evansville Metropolitan Planning Organization (EMPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under the Fixing America's Surface Transportation (FAST Act).

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I approve your FY 2018-2021 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2018-2021 timeline and will be included by reference in the FY 2018-2021 Indiana Statewide Improvement Program (STIP). However, projects not shown by reference will be amended into the STIP upon request.

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe McGuinness', is written over a horizontal line.

Joe McGuinness, Commissioner  
Indiana Department of Transportation

JM/EN

cc: Trevor Mills  
Roy Nunnally  
Jay Dumontelle  
Antonio Johnson  
Michael McNeil  
Rusty Fowler  
Terri Sollman/Brandi Mischler  
File



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On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. This act replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 as the federal transportation funding bill. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. It builds and refines many of the highway, transit, bike and pedestrian programs and policies established through its predecessors.

The FAST Act continues the metropolitan and statewide transportation planning processes; maintaining performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act builds on the efforts of earlier bills to address the many challenges facing our transportation system today – including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

Requirements for a long-range plan (MTP) and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The TIP serves as a tool to implement projects from the long-range plan, as well as a document to keep the public informed about regional projects. It identifies and prioritizes projects that are consistent with the area's transportation plan. The TIP must include a four-year program of projects, and it must be updated at least every four years. Federal legislation requires

## CHAPTER 1: INTRODUCTION

that all transportation projects requesting federal transportation funding under title 23 U.S.C. or the Federal Transit Act funds, in addition to all regionally significant projects regardless of funding source, be included in a TIP. In air quality nonattainment and maintenance areas, an air quality conformity finding by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in consultation with the Environmental Protection Agency (EPA) is required. Pursuant to final rules published August 24, 2016 (40 CFR Parts 50, 51 and 93), the federal EPA has revoked the 1997 primary annual standard for areas designated attainment for that standard because the EPA revised the primary annual standard in 2012. This final rule became effective on October 24, 2016. As such, it is no longer required that the Evansville MPO Transportation Plan and TIP demonstrate conformity to the annual fine particulate matter (PM<sub>2.5</sub>) standards specified by EPA.

The purpose of this report is to both fulfill the federal requirements and to serve local officials as a complete program of transportation improvements which are proposed to be undertaken during the next four years (fiscal years 2018 to 2021) in the Evansville-Henderson Urbanized Area. The first four fiscal years (2018-2021) of the program are fiscally-constrained. Project phases referenced for planning will be implemented should additional federal funding become available.

This transportation improvement program, the 31st published by the EMPO, describes how federal transportation funds for highway and transit improvements in the EMPO Planning Area are to be obligated during the period of July 1, 2017 to June 30, 2021.

## THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION

Effective transportation planning requires an organization with a regional focus and the ability to operate independent of city, county or state lines. The United States Congress first officially recognized this need in 1962, when the Federal-Aid Highway Act was enacted. This legislation mandated that all urbanized areas over 50,000 in population were required to establish a “3-C” (continuing, cooperative, comprehensive) planning process in order to receive federal highway planning and improvement funding (23 USC 134; 49 USC 1603a). In 1969, metropolitan planning organizations (MPO) were created to conduct the 3-C planning process within these urbanized areas. Established as the Evansville Urban Transportation Study (EUTS), the Evansville MPO is the designated planning agency responsible for conducting the 3-C planning process within the Evansville Urbanized Area (UZA).

While UZA boundaries are defined by the United States Census Bureau, a Metropolitan Planning Area (MPA) is determined by agreement between the MPO and the Governor(s), and defines the geographic area in which the metropolitan planning process is carried out. The Evansville MPO MPA contains approximately 650 square miles in Indiana, including the City of Evansville, Vanderburgh County, Warrick County and a small area of the Evansville Urbanized Area extending into Posey County. In Kentucky, the MPA encompasses approximately 440 square miles which includes the City of Henderson and Henderson County. Figure 1 illustrates the Evansville Urbanized Area upon which the MPO was established, while the MPO Planning Area is demonstrated in Figure 2.



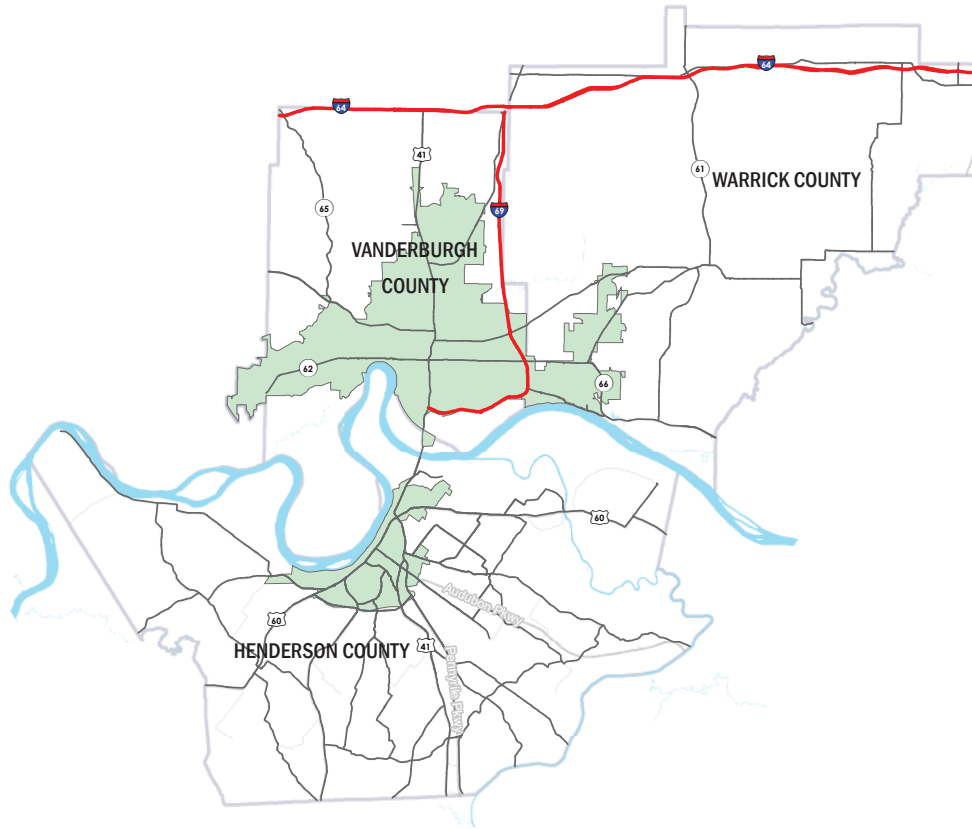


Figure 1:  
Evansville Urbanized Area Boundary

- Interstate
- State Road
- Local Road
- Urbanized Area Boundary

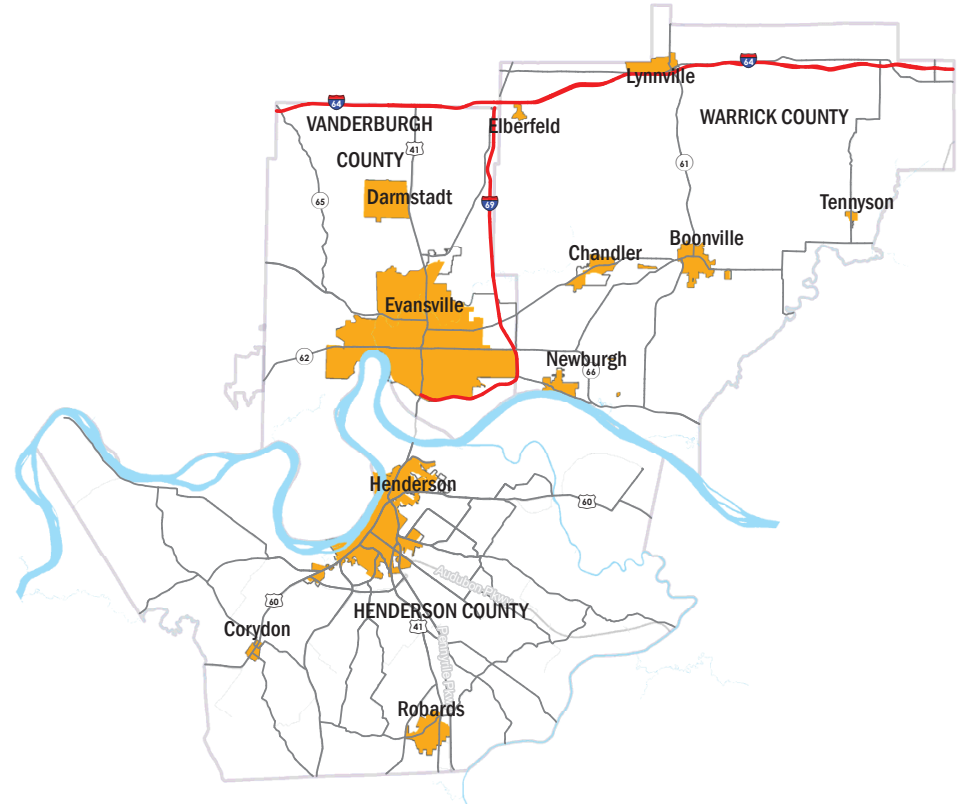


Figure 2:  
MPO Planning Area

- Interstate
- State Road
- Local Road
- Cities and Towns

## transportation improvement program 2018-2021

A Policy Committee and Technical Committee guide and assist the MPO in its planning activities. The Policy Committee is the chief advisory body and is responsible for policy formulation, project guidance, and administrative coordination. This includes delegation of and review of work activities for the MPO Staff. Official actions taken by Evansville MPO require approval by the Policy Committee. Committee membership includes elected or appointed officials from each local government within the MPO's Urbanized Area, as well as representatives from the Federal Highway Administration, Federal Transit Administration, Indiana Department of Transportation, Indiana Department of Environmental Management, and the Kentucky Transportation Cabinet.

The Technical Committee is composed of planners, engineers, community representatives and professional staff from various departments of Planning Area local public agencies. This committee is the chief working committee, providing relevant expertise and data to the MPO. Each technical task undertaken by Evansville MPO staff involves the participation of the Technical Committee. The Technical Committee is directly responsible to the Policy Committee.

In accordance with federal requirements, the MPO planning process involves the development of a Transportation Plan and a Transportation Improvement Program (TIP). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly require that every urbanized area, as a condition to the receipt of federal transportation funding, have a transportation planning process that results in a transportation plan consistent with the planned development for the area. The transportation plan analyzes the current and future transportation needs and provides long-range plans/solutions for the urbanized area. The TIP documents transportation projects to be implemented during the next four year period based upon realistic estimates of available revenues, and identifies the costs, funding sources, and implementation schedules

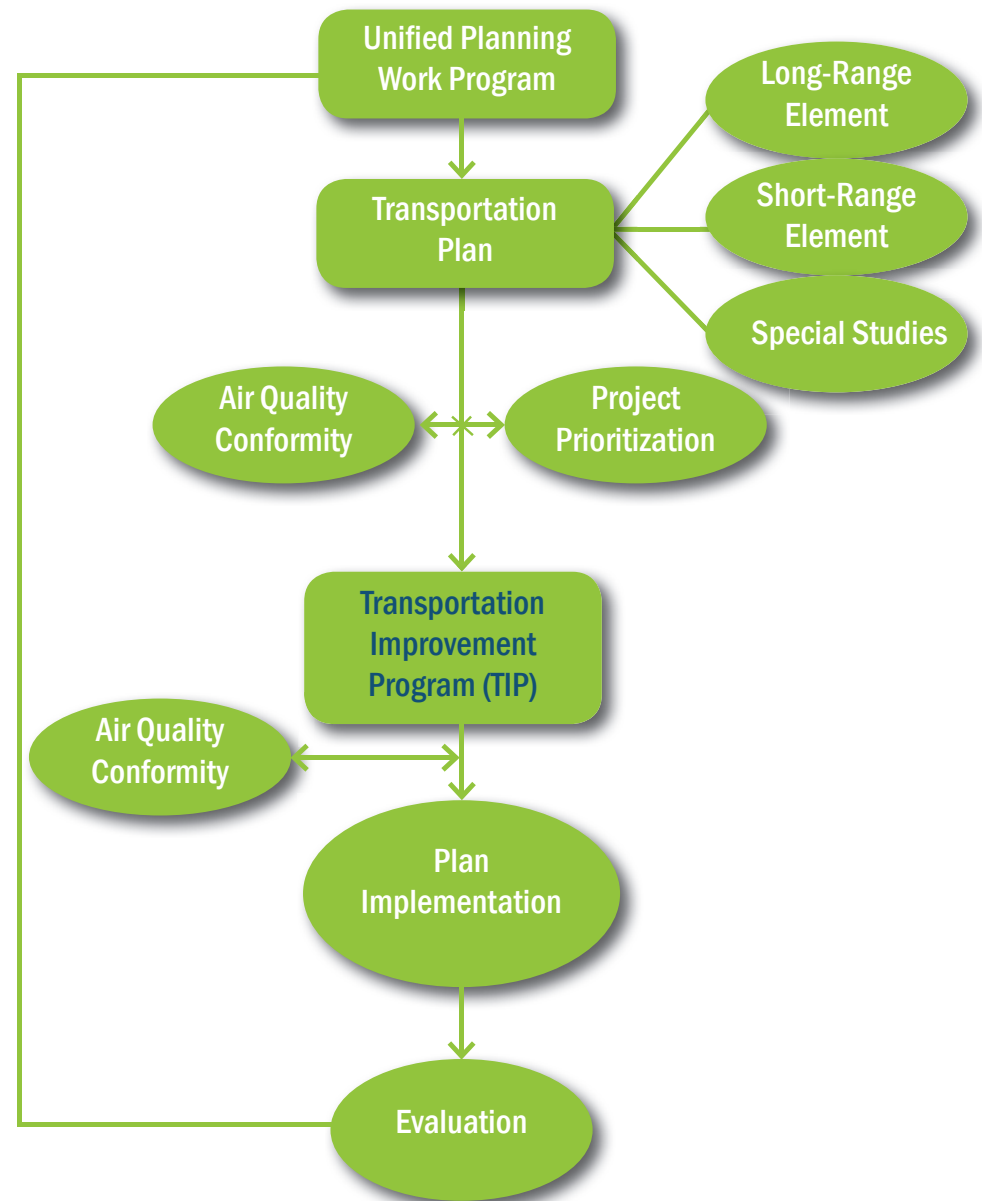


Figure 3:

EMPO Transportation Planning Process

associated with each transportation project. Furthermore, projects included for funding in the TIP must be consistent with the adopted transportation plan as prioritized for implementation. Figure 3 illustrates the transportation planning process as it relates to Evansville MPO. Project prioritization is discussed further in Chapter 2.

### PUBLIC PARTICIPATION

In addition to the input of the Policy and Technical Committees, the MPO relies upon the involvement of community members. Meaningful public participation is fundamental to the creation of planning processes and transportation decisions that fully address local and regional needs. The Evansville MPO values public participation because the transportation system is significant to almost everyone and has far-reaching, long-term impacts in communities and for the region as a whole. The Evansville MPO staff developed the Participation Plan that was adopted by the MPO Policy Committee in May 2016. The Participation Plan is a comprehensive guidance document which, in its implementation, shall ensure that public participation will always be a major component of the MPO planning process. The document is available to the public through the Evansville MPO website (where it may be viewed and downloaded), and upon request, at the MPO office.

### VISION, GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

Transportation planning can be defined as the process of identifying goals, developing information and providing guidance to appropriate officials to aid in decision-making process. The 2018-2021 TIP continues the effort to integrate the values and needs of the community as defined by two recent major planning efforts: The Metropolitan Transportation Plan 2040 (MTP 2040) and the Regional Plan for Sustainable Development (RPSD). Concurrently developed to ensure the same planning principles were incorporated throughout the planning process, MTP 2040 and the RPSD integrate a focus on livability, summarized in the vision statement for MTP

#### THE MTP 2040 VISION

The Evansville Urbanized Area is a flourishing region with a high quality of life for its residents. Our transportation system is safe, efficient, multi-modal and accessible to all users. It supports economic vitality, respects environmental concerns and is supported by public and private consensus and efficient use of resources.

#### MTP 2040 Goals

##### QUALITY OF LIFE

Create sustainable neighborhoods by encouraging redevelopment and infill while providing a variety of accessible recreational, leisure, and cultural activities for all ages.

##### ENVIRONMENT

Support an environment that encourages healthy lifestyles, enhances the quality of life, preserves natural resources, and maintains a high level of air and water quality.

##### ECONOMIC DEVELOPMENT

Promote development that contributes to the local economy while expanding and retaining existing businesses and improving the region's standard of living.

##### POLICY AND PARTNERSHIP

Expand partnerships and encourage communication between and among public and private entities to ensure the region is capitalizing on its resources.

##### SAFETY, SECURITY, AND HEALTH

Increase the safety and security of the transportation system by building redundancies and increasing access to active transportation choices.

Table 1: MTP 2040 Objectives and Targets








































	QUALITY OF LIFE	ENVIRONMENT	ECONOMIC DEVELOPMENT	POLICY AND PARTNERSHIP	SAFETY, SECURITY, AND HEALTH
					
<b>TRENDS</b>					
<b>SUSTAINABLE DEVELOPMENT OBJECTIVES</b>					
Ensure local shopping opportunities have adequate access for all modes of transportation.					
Create attractive, walkable streetscapes by including landscaping and other streetscape amenities.					
Encourage jurisdictions to update their zoning and other ordinances to include more walkable and transit-oriented designs.					
Educate the public and elected officials on the importance of regional, corridor, and community planning.					
<b>SYSTEMS</b>					
<b>ROADWAY NETWORK OBJECTIVES</b>					
Advance roadway projects that provide safe and secure travel.					
Improve the roadway network and traffic flow by repairing grid connectivity.					
Improve travel times for all roadway users.					
Improve ease of travel by providing well-designed and signed access roads.					
Ensure interchanges and intersections are sufficient for current and future travel demands.					
Advance the interstate system within the region with an I-69 bridge across the Ohio River.					
Modernize and improve the synchronization of traffic signals within the network to aid in more efficient travel times.					
<b>ROADWAY NETWORK TARGETS</b>					
Improve the peak-hour level of service (LOS) on all arterial and collector roads.					
Improve existing travel times on arterial and collector roads.					
Decrease the commuter mode share in single occupancy vehicles (SOVs).					
Improve existing travel times on designated truck routes.					
Achieve PM <sub>2.5</sub> and Ozone attainment status for National Ambient Air Quality Standards (NAAQS).					
Decrease the per-capita VMT growth rate.					

Table 1: MTP 2040 Objectives and Targets Cont.








































































































	QUALITY OF LIFE	ENVIRONMENT	ECONOMIC DEVELOPMENT	POLICY AND PARTNERSHIP	SAFETY, SECURITY, AND HEALTH
					
<b>SYSTEMS CONT.</b>					
<b>TRANSIT OBJECTIVES</b>					
Increase transit efficiency on a regional level.					
Consider expanding the transit service area within each jurisdiction to reach more people and connect to more destinations.					
Increase ridership by extending services and hours.					
Ensure bus stops are accessible by all users.					
Consider upgrading bus stops by providing amenities, such as bus shelters.					
Invest in technology improvements for transit systems.					
Consider creating a rideshare program.					
Ensure transit vehicles are properly maintained.					
Ensure new transit vehicles are equipped with bike racks.					
<b>TRANSIT TARGETS</b>					
Increase transit ridership.					
Increase regional connectivity among existing transit providers.					
Improve the reliability and safety of transit services.					
Enhance the transit experience through technology and improved information delivery.					
<b>BICYCLE FACILITIES OBJECTIVES</b>					
Improve bicycle connectivity on a regional level.					
Improve bicycle connectivity on a local level.					
Ensure new roadway projects accommodate bicyclists.					
Continue to expand the bicycle network.					
Promote Complete Street Policy adoption throughout the region.					
<b>PEDESTRIAN FACILITIES OBJECTIVES</b>					
Improve pedestrian connectivity on a regional level.					
Improve pedestrian connectivity on a local level.					
Ensure new roadway projects accommodate pedestrians.					
Encourage the development and/or repair of sidewalks throughout the region.					
Continue to expand the pedestrian network.					
Promote Complete Street Policy adoption throughout the region.					

Table 1: MTP 2040 Objectives and Targets Cont.

	QUALITY OF LIFE	ENVIRONMENT	ECONOMIC DEVELOPMENT	POLICY AND PARTNERSHIP	SAFETY, SECURITY, AND HEALTH
					
<b>SYSTEMS CONT.</b>					
<b>BICYCLE AND PEDESTRIAN FACILITIES TARGETS</b>					
Increase the bicycle network by providing more connections between neighborhoods, shopping areas, recreational areas, etc.					
Expand the multi-use path systems in the region.					
Increase the number of people within 1 mile of a dedicated bikeway (on-street facilities and multi-use paths).					
Increase the number of people within 1/4 mile of a dedicated walkway (sidewalks and multi-use paths).					
Encourage LPA's to adopt the MPO's Complete Streets Policy, or a policy with similar goals.					
<b>FREIGHT OBJECTIVES</b>					
Improve traffic flow on priority truck routes by reducing congestion.					
Encourage freight companies to engage in short- and long-term freight corridor planning.					
Encourage railroads and local jurisdictions to work together in keeping track crossings well maintained.					
<b>MANAGEMENT</b>					
<b>MAINTENANCE</b>					
Preserve the investment in existing surface transportation systems.					
Support transportation maintenance, operations, and capital investment decisions that enhance the efficient movement of freight.					
<b>TRANSPORTATION SAFETY</b>					
Support roadway designs and improvements that minimize conflicts between users, including bicyclists and pedestrians.					
Encourage the formation of safety review boards in local jurisdictions.					
Encourage reporting agencies to improve the ability to identify high-accident locations.					
Support safety education programs.					
<b>TRANSPORTATION SAFETY TARGETS</b>					
Reduce Index of Crash Cost (Icc) on arterial and collector roads.					
Reduce bicycle and pedestrian crashes.					



2040. The vision statement reflects the ideal future toward which planning activities will be directed, and is supported by goals, objectives, and performance targets. Each goal is a long-term end to which planning activities will be directed. Each objective is an intermediate end in the progression towards a goal. Performance Targets, responding to the performance based planning emphasis established in MAP-21, are the measurable, achievable steps needed to accomplish the objectives. Table 1 shows the Objectives and Targets from the MTP 2040.

### COOPERATIVE AGREEMENTS

A Memorandum of Agreement was executed in 2015 between the Evansville MPO, INDOT, KYTC, METS and HART. The MOA lists the roles and responsibilities of each agency involved in the transportation planning process as required by the FAST Act.



**ZALES**  
JEWELERS

**ZALES**  
JEWELERS

WIN THIS CAR

**BIGGEST SALE**  
of the season



Connectivity  
Master Plan  
**Public Event**







For a transportation improvement project to receive federal funding, it is necessary for that project to be consistent with the approved transportation plan and included in the transportation improvement program (TIP). The transportation plan is a 20-plus year program that considers the present and future needs of an urbanized area in relation to its transportation system. Using demographic data, computer modeling and public input, the transportation plan recommends a balanced program of transportation improvements that are eligible for federal funds. Once the appropriate public decision-makers decide to pursue a particular project recommended in the transportation plan, funding is sought through the relevant federal funding program through the MPO or state. After funding is awarded and the project development schedule is confirmed, the project is included in the TIP. The TIP includes a description of each transportation project or program requesting federal funding and provides a schedule for funding and implementation. Once a project phase receives federal approval for federal funds (obligation), that specific phase will no longer be reflected in a new TIP even though actual work may remain incomplete. Projects in an active TIP are not removed as they receive federal approval for federal funds however.

## CHAPTER 2: TIP PROCESS



The Evansville Metropolitan Planning Organization utilizes the following guidelines in preparing the 2018-2021 Transportation Improvement Program. These guidelines, in conjunction with the TIP amendment process, guide the development and maintenance of the TIP.

**1. The TIP is to be cooperatively developed with local government, transit operators, INDOT, KYTC, & all other appropriate federal agencies. The TIP shall cover a period of no less than four years.**

Development of the TIP includes funding schedules and project prioritization for both local and state initiated projects. This requires the participation of representatives from a multitude of public agencies. Representatives from Vanderburgh County, Warrick County, Henderson County, Evansville, Henderson, and Newburgh are consulted regarding transportation priorities for their localities and the region. State initiated projects are prioritized and selected through the respective state's statewide transportation planning process. The selected state projects are submitted to the MPO for inclusion in the TIP.

Once a draft program of projects is assembled, it is presented to the various local governing bodies (city councils, county commissions, etc.) for review. The members of the governing bodies then make recommendations to their representatives on the MPO Policy Committee. Local government representatives have the ability to adjust, through approval or veto, the scheduling and funding program in the TIP.

Following local approval, the final version of the program is provided to INDOT, KYTC, and all other appropriate state and federal agencies for review and approval/modification. The MPO Policy Committee may also modify the final approved TIP through the TIP amendment process.

**2. The TIP development process shall provide an opportunity for public comment.**

As discussed in Chapter 1, the Evansville MPO Public Participation Plan seeks to provide members of the general public with useful information regarding area transportation activities. In addition, the opportunity for public comment on these activities is just as important. The community involvement program for the 2018-2021 Transportation Improvement Program will consist of the following activities:

- A 30-day public comment period, from March 23, 2017 to April 22, 2017 was advertised in the Evansville Courier & Press, Henderson Gleaner, Our Times Newspaper, The Standard, and El Informador Latino. Copies of the draft TIP were made available at the EMPO office. A comment sheet was provided along with the draft copy to simplify the comment process. In addition, the draft TIP was available for online review through the EMPO web site and in Henderson at the Office of the City Manager and Henderson-Henderson County Plan Commission office, the Newburgh and Boonville town halls. The draft TIP was also available for review at selected area public libraries.
- The draft FY 2018-2021 TIP was available for discussion during Open Houses held in both Evansville and Henderson. The Open Houses were advertised in conjunction with the 30-day public comment period described above. The Open houses (two in Evansville, and one in Henderson) were sited within Tier 1 Targeted Outreach Areas identified in the MPO's Public Participation Plan.
- The draft TIP was made available for review and comment at the City of Evansville traveling city hall meeting on March 22, 2017.
- Staff members from EMPO presented the draft TIP to the EMPO Technical and Policy committees for comment at their March, 2017 (project listing only), and April, 2017 MPO meetings.

- Members of the EMPO Committees were informed that the TIP was under development. The committee members were encouraged to review and comment on the program of projects and to provide the TIP and public comment information to their respective groups or agencies.

**3. The TIP shall contain a priority list of projects and a financial plan demonstrating how the TIP can be implemented with reasonable expectations of available public and private financial resources. Project descriptions should include sufficient detail (type of work, termini, length and other similar factors) to identify the project or phase of the project.**

Projects are prioritized in the funding and implementation schedules provided in Section 6. The MPO strongly encourages continued funding of existing projects. These include projects already included in prior TIPs for any stage of development and which have federal funds obligated. These projects will be given funding priority for the next stage of their development. Additionally, prioritization is based upon the information from management systems and the ten FAST Act planning factors. The EMPO prioritization process for locally allocated federal funds was updated in July 2016. The adopted process guides selection of new requests for MPO allocated federal funds with an emphasis on developing programs and projects that support achievement of the Metropolitan Transportation Plan 2040 (MTP 2040) Goals, Objectives and Targets. The MPO Call for Projects application and prioritization process are included in Appendix A.

The Evansville Urbanized Area receives Section 5307 Urbanized Area Formula Grant funds and Section 5339 Bus and Bus Facilities Formula Grant funds annually to be sub-allocated between METS and HART. With the combined budgets of METS and HART far exceeding the amount of funds received through these grants, it is the responsibility of the EMPO that the funds are equitably split. The balance that the EMPO seeks is to provide adequate federal

funds to continue current levels of service for both agencies and the communities they serve. The transit agencies, based on their forecasted budgets and capital needs, in addition to reviewing past allocation splits to provide some context to the process, will consult with the EMPO to determine the amount they believe they need to continue current services without reduction to their riders. Needed capital projects may be delayed due to being of a lower priority than another because there are always more projects than revenue available to fund them. Additional local funds may be needed to complete essential projects. Discussions continue among the three parties until a fair sub-allocation is reached.
























































The MPO evaluates available federal funding sources and makes reasonable estimates of future funds based upon the current transportation bill, historical data, and in consultation with INDOT and KYTC. Chapter 3 provides a detailed description of available and expected funding sources.

### **4. Performance Target Achievement**

The FAST Act continues the MAP-21 directive for a performance-based approach to the transportation decision making process. Responding to the directive, the MPO established performance targets in its current Metropolitan Transportation Plan to quantify progress toward the plan's goals. The MPO's data driven continuous Congestion Management Process (CMP) also contributes to the performance-based approach. The Evansville MPO's CMP includes six network and auto oriented performance measures and two transit performance measures. As the implementation tool of the Transportation Plan, the TIP employs a project prioritization process driven by MTP goals and targets to connect investments to the MTP vision. Table 2 demonstrates the link between MTP performance targets and the local program of projects.

# transportation improvement program 2018-2021

Table 2: TIP Program and MTP/CMP Linkages

				MTP 2040 TARGETS				CMP TARGETS
				ROADWAY NETWORK, SYSTEM PRESERVATION	TRANSIT	BIKE AND PEDESTRIAN	SAFETY	
								
DES/ITEM #	PROJECT	LIMITS/DESCRIPTION	TYPE					
<b>CITY OF EVANSVILLE</b>								
1383064	Covert Avenue	US 41 to I-69	Road Diet					
1383066	Second Street	Intersection of Washington Ave/Parrett St/ Jefferson Ave	Intersection and safety improvements					
1383065	Weinbach Avenue	Walnut St to Pollack Ave	Road Diet					
1006085	Pigeon Creek Greenway	Walnut St to Riverside Dr	Trail Construction					
1006084	Pigeon Creek Greenway	Heidelbach Ave to Stringtown Rd	Trail Construction					
1601824	Various	Sign Replacement program	Signs					
<b>VANDERBURGH COUNTY</b>								
1400549	Green River Road	Kansas Rd to Boonville-New Harmony Rd	Reconstruction to three lanes					
1592156	Columbia Street	Bridge over Pigeon Creek	Bridge rehabilitation					
<b>WARRICK COUNTY</b>								
0500641	Oak Grove Rd Section 3	Bell Rd to SR 261	Widen to an improved two-lane facility					
1401384	Bell Road	High Point Dr to Telephone Rd	Road Widening					
1592154	Vann Rd/Casey Rd	Vann (SR 261 to Casey Rd) Casey Rd (Oak Grove Rd to Vann Rd)	Trail Construction					
<b>TOWN OF NEWBURGH</b>								
0710850	Rivertown Trail	Yorkshire Dr to Pollack Ave/Old SR 662W	Greenway Trail					
<b>CITY OF HENDERSON</b>								
n/a	Wathen Lane	US 60 to city limits	Road Widening					
n/a	North Green River Road	Bend Gate Rd to Osage Dr	Sidewalk					
<b>REGIONAL TRANSIT PROVIDERS</b>								
Various	Operations and Maintenance							
Various	Fixed Route Transit Bus Acquisition							
Various	Paratransit Bus Acquisition							

The MPO's efforts establish a foundation onto which national and state level measures and targets may be incorporated as developed. The state and national development work is ongoing, with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issuing new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals established in MAP-21 and affirmed with the FAST Act. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), State Departments of Transportation (INDOT/KYTC) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the state asset management plans for the National Highway System specified in 23 CFR 450.314(h).

FTA has performance measures for Transit Asset Management, with final regulations published and in effect. FHWA has performance measures and final regulations published and in effect for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

With federal performance measures established, state and local targets are the next steps in the Transportation Performance Management (TPM) process. Asset management targets for transit are established by the MPO and transit providers. INDOT, KYTC, MPOs and FHWA continue to collaborate the development of targets for pavement, bridge and system reliability and congestion. As additional performance targets are established, the TIP and Statewide Transportation Improvement Program (STIP) will be modified to reflect this information, strengthening the connection between the planning process, and resultant project investments, to established national and local goals. The current status of these efforts includes:

### MAP-21 ESTABLISHED NATIONAL GOALS

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



## Transit Asset Management

Targets should be set by each transit provider or TAM plan sponsor for each applicable asset class for the coming year. Initial targets were set for calendar year 2017, and will be updated every calendar year moving forward. The MPO is working with METS and HART to establish more detailed targets based on available data. To the extent feasible, targets should be supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is to be in a system-wide state of good repair. The MPO will work with METS and HART on an annual basis to ensure that the most current information is included when developing the annual TAM targets. Table 3 shows Transit Asset Management Measures and Targets.

### Asset Performance Measures:

1. Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark (van: 8 years, METS fixed route bus: 14 years, paratransit bus/all HART buses: 10 years);
2. Equipment: Non-revenue support-service and maintenance vehicles. Percentage of nonrevenue vehicles met or exceeded Useful Life Benchmark; and
3. Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM Scale.

## Safety

The INDOT, the MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) collaborated to establish Safety Performance Measures and Safety Performance Targets by the August 31, 2017 submission deadline. KYTC met the same submission standard for their measures and targets. The EMPO moved to support both state's measures and targets at the January 11, 2018 Policy Board Meeting. Table 4 shows Safety Measures and Targets.

Table 3: Transit Asset Management Measures and Targets

Asset Class		2017 Target	2017 Actual	2018 Target
<b>Rolling Stock</b> All revenue vehicles	Non-Profits:	33%	28%	17%
	METS/HART:	7%	7%	0%
<b>Equipment</b> Maintenance equipment or non-revenue vehicles	METS/HART:	0%	0%	0%
<b>Facilities</b> All buildings or structures	METS/HART:	0%	0%	0%

Table 4: Safety Measures and Targets

2018 Safety Measures	INDOT Target	KYTC Target
Number of Fatalities	814.9	730
Number of Serious Injuries	3,479.8	2,800
Fatality Rate (per 100M VMT)	1.036	1.5
Serious Injury Rate (per 100M VMT)	4.347	5.76
Number Non-Motorized Fatalities and Serious Injury	417	293

FHWA, INDOT, KYTC and the MPOs are coordinating the development of pavement and bridge condition targets, as well as system targets for travel time reliability, freight movement and Congestion Mitigation and Air Quality (CMAQ) measures. State targets for these measures are due May 20, 2018. The MPOs will have 180 days from the establishment of the state targets to confirm support of the respective state targets, or set independent targets.

### Pavement and Bridge

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

#### **Pavement Performance Measures:**

1. Percentage of pavement of the Interstate NHS in Good condition;
2. Percentage of pavement of the Interstate NHS in Poor condition;
3. Percentage of pavements of the non-Interstate NHS in Good condition; and
4. Percentage of pavements of the non-interstate NHS in Poor condition.

#### **Bridge Performance Measures**

1. Percentage of NHS bridge deck area classified as in Good condition; and
2. Percentage of NHS bridge deck area classified as in Poor condition.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, the State DOTs, MPOs and Public Transit Operators must reflect this information the established targets and measures and describe how projects in the TIP/STIP, to the maximum extent practicable, achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance 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 to assess freight movement, and three measures for the CMAQ program.

#### **Reliability Performance Measures:**

1. Percent of the Person-Miles Traveled on the Interstate System That Are Reliable; and
2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable.

## Freight Movement Performance Measure:

1. Truck Travel Time Reliability (TTTR) Index

## CMAQ Measures:

1. Annual Hours of Peak-Hour Excessive Delay Per Capita Percent of Non-SOV Travel;
2. Percent Change in Tailpipe CO<sub>2</sub> Emissions on the NHS Compared to the Calendar Year 2017 Level; and
3. Total Emissions Reductions.

## **4. All projects must be evaluated and found to be consistent with the transportation plan**

The schedule of projects programmed in the TIP is consistent with MTP 2040, a summary of which is included in Appendix B. All projects included in the long-range element of the TIP are recommendations from the transportation plan. Projects in the short-range element of the TIP have been evaluated, developed and prioritized cooperatively with local public agencies. This process is supported by The Congestion Management Process (CMP) Element of the planning process.

Consideration is also given to the relationship between the projects programmed in the TIP and the planning factors in the FAST Act. The TIP includes a mixture of improvements, including roadway maintenance, active transportation, transit, capacity expansion, and air quality projects.

## **5. Complete Streets Policy**

The EMPO supports the creation of a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. Local Public Agencies have constructed projects that provide

this accessibility. To support and encourage continued progress, the EMPO adopted a Complete Streets Policy in 2012. The Complete Streets Policy builds upon recent local efforts and promotes a multimodal transportation system with the following goals:

- To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities.
- To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- To provide flexibility for different types of streets, areas, and users.

The Complete Street Policy applies to all local projects applying for MPO allocated federal funding after the policy's adoption. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

The EMPO promotes the complete streets concept throughout the region and, therefore, recommends that all local jurisdictions adopt a comprehensive complete streets policy. The MPO has developed a complete streets toolkit to assist local jurisdictions in developing complete streets solutions.

## **6. Title VI and Environmental Justice**

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.” In 1994, President Clinton issued Executive Order 12898 to augment Title VI by directing all Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their policies, programs and activities on minority and low-income populations.

The Executive Order and the U.S. Department of Transportation identify three fundamental principles of environmental justice in transportation planning. These principles are:

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

The EMPO strives to follow these principles by ensuring that disadvantaged populations, defined as minority and low income populations, are included in the transportation planning process, and ensuring that they may benefit equally from the transportation system without experiencing a disproportionate share of its burdens. When conducting public meetings for plan updates, including the TIP, the MPO ensures that they are held in areas that provide easy access for everyone, including minority and low income populations, and are accessible by public transportation.

The MPO also maps recommended transportation improvements and areas with high concentrations of disadvantage populations to ensure that projects do not disproportionately affect these areas. Figure 4 shows the areas with high concentrations of disadvantaged populations. Public meetings are held in Tier 1 areas that have the highest concentrations. The recommended projects in the MPO 2018-2021 TIP are distributed throughout the three county region and will not adversely impact areas of disadvantaged populations.

## 7. TIP Amendments and Administrative Modifications

Schedule and funding adjustments are an inevitable part of the project development process. To remain a continuously updated and current planning document, Amendments and Administrative Modifications provide an instrument of change to the adopted document. The TIP may be revised at any time consistent with the procedures established for its development and approval. The following summarizes the amendment/modification process:

### TIP Amendment

Representing a major change to the approved TIP, amendments are made in the following situations:

- i. Significant change in scope of work; or
- ii. Adding a project to, or removing a project from, the TIP; or
- iii. A significant change in project or program cost (see Table 5 below)

Table 5: Amendment Thresholds

Total Project Cost (all phases)	Amendment	Administrative Modification
< \$2,000,000	≥75%	<75%
\$2,000,000 - \$9,999,999	≥50%	<50%
\$10,000,000 - \$24,999,999	≥40%	<40%
> \$25,000,000	≥30%	<30%

TIP amendment public participation standards, established in the adopted Evansville MPO Public Participation Plan, are as follows:

- Public Comment Period: 15 day comment period<sup>1</sup>.
- Public Comment Summary Memo: Presented to Policy and Technical Committees prior to adoption. Public comments received will be included in an appendix to the document.
- Policy and Technical Committee Meetings: TIP amendments will be presented at the Technical Committee meeting and adopted at the Policy Committee meeting. Both meetings are open to the public.
- Public Notification: TIP amendments will be publicized by way of press releases, and an announcement on the MPO website 15 days prior to the meeting.

### Administrative Modification

The TIP may also be modified by way of an administrative modification. No public involvement is required for administrative modifications.

Representing a minor change to the adopted TIP, the following actions are eligible as administrative modifications:

- Correcting obvious minor data entry/typographical errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description without altering original project intent.
- Updating project cost estimates (within the original scope and intent) that do not impact fiscal constraint.

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1. Whenever possible, the full comment period will be observed. Certain circumstances may preclude the provision of the established comment period.

- Moving a project from federal funding to state funding.
- Shifting the schedule of a project or phase within the years covered by the TIP.
- Adding projects that are considered “grouped projects” that do not require public review, re-demonstration of fiscal constraint, or a conformity determination. Grouped project categories are listed in Table 10 and 11 for Kentucky and Indiana respectively.
- Moving any identified project phase programmed for a previous year into a new TIP (rollover provision).<sup>2</sup>

### Administrative Modification Procedures

Modifications are processed by EMPO staff and presented to the Technical and Policy Committees as informational items. No resolution or action is required of the committees. Staff will notify planning partners and appropriate parties of the modification as for a TIP amendment.

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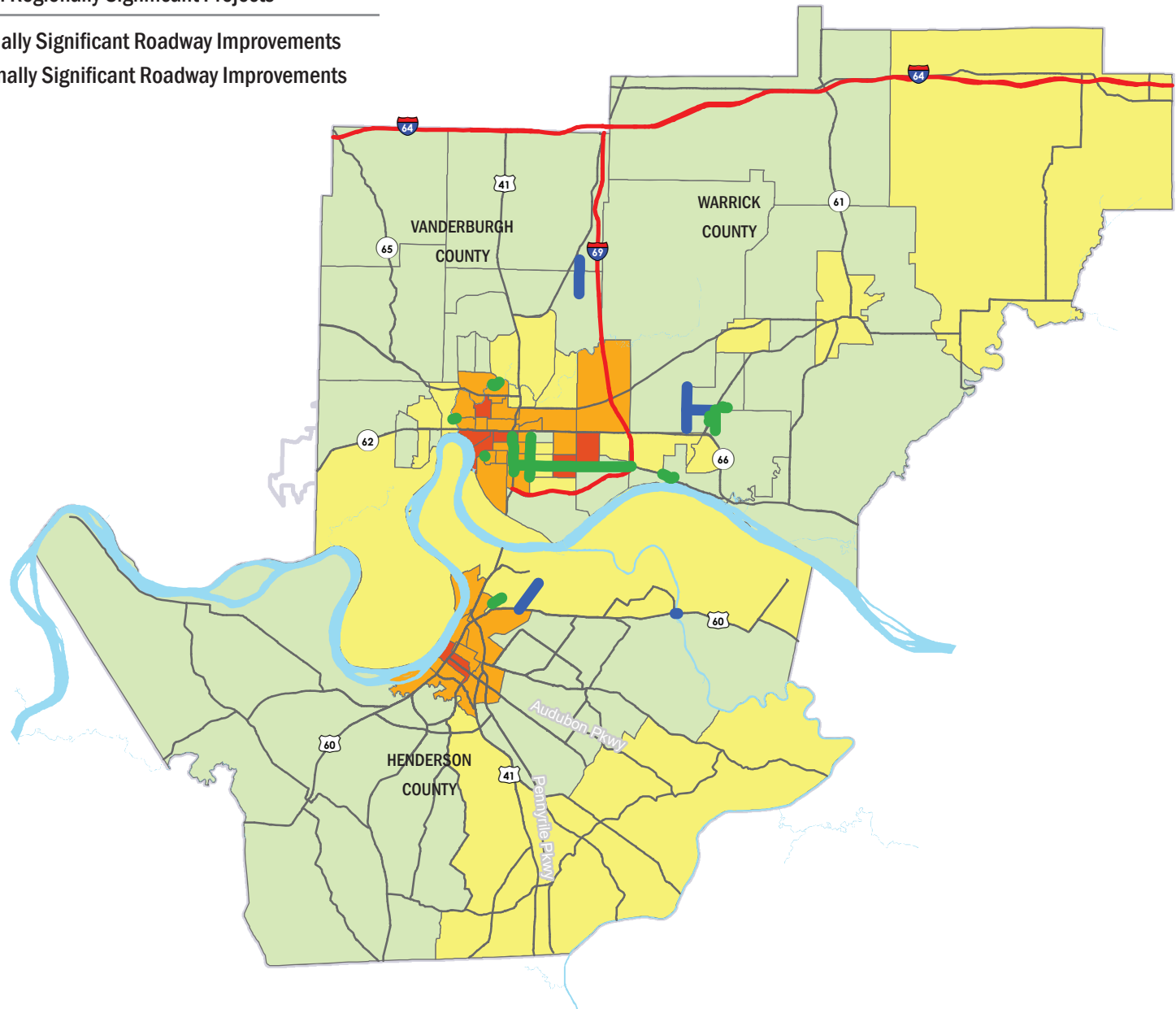
2. The rollover provision allows projects which were expected to be obligated by the time a new TIP is in effect (and therefore would not be included in the new document) to be brought forward into the new TIP if the project or phase is delayed.

Figure 4:  
Evansville MPO FY 2018-2021 Environmental Justice Targeted  
Outreach Areas with Regionally Significant Projects

- Long Term Regionally Significant Roadway Improvements
- Short Term Regionally Significant Roadway Improvements

Targeted Outreach Areas

- Tier 1
- Tier 2
- Tier 3
- General Outreach







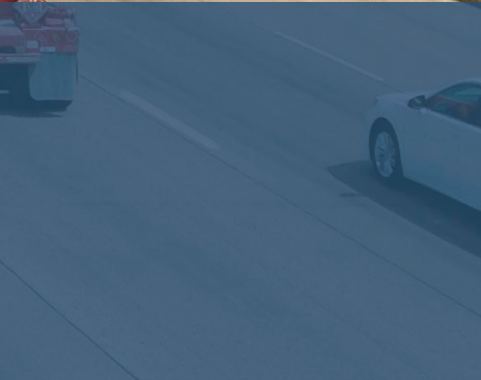




Federal regulations require the programming of state & local transportation programs & projects into a Transportation Improvement Program (TIP). This section will provide descriptions and sources of the varied federal, state, & local transportation funds supporting the TIP program of projects. Current and projected funding & revenue levels in the Evansville MPO Planning Area is also reviewed.

## FUND TYPES

There are a variety of funding options available for programmed improvements in the TIP. The majority of transportation projects programmed in the TIP involve a combination of federal, state, and local funding sources.



## CHAPTER 3: FUNDING THE TIP



### FEDERAL FUNDS

Federal transportation funding is authorized through the federal transportation funding bill (FAST Act), as described in Section 1. The first long-term surface transportation authorization in a decade, the FAST Act builds on the changes instituted with its predecessor MAP-21, which restructured the core highway formula programs. FAST Act core programs are: National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP) (including Railway-Highway Crossings), Metropolitan Planning and a new National Highway Freight Program (NHFP). Activities carried out under some earlier formula programs – the National Highway System Program, the Interstate Maintenance Program, Highway Bridge Program, Transportation Alternatives (TA), and Recreational Trails (RTP) are preserved through eligibility or set-asides within the remaining core programs.

Federal fiscal constraint for the FY 2018-2021 TIP is demonstrated in Table 6. Federal funds are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects. The various federal surface transportation funds available to the Evansville-Henderson Urbanized Area include:

#### **1. National Highway Performance Program (NHPP)**

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects.

#### **2. Surface Transportation Block Grant Program (STBG)**

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered this reimbursement program. The STBG program provides funds which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities. The STBG program under the FAST Act continues all prior STP eligibilities and adds several new ones. Activities of some programs that are not separately funded are incorporated as funding set-asides, including transportation alternatives and recreational trails. A portion of STP funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. For public understanding purposes, various bridge programming codes (BR, BRO, BRX) are used to refer to STBG eligible bridge projects both on and off the federal-aid system.

Funding priority within the urbanized area is determined by the MPO, while projects in rural areas must compete for statewide STBG funds. STBG funds can qualify to be used for interstate construction and maintenance, which receive 90% federal obligation, while all other STBG funds receive 80% obligation.

#### **3. Congestion Mitigation and Air Quality (CMAQ)**

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that

Table 6: Local Program Federal Fiscal Constraint

Funding Source	All amounts in thousands				TIP Total
	2018	2019	2020	2021	
Indiana LPA Program of Projects					
MPO Attributable					
STBG	\$ 3,618	\$ 4,021	\$ 3,800	\$ 3,800	\$ 15,239
HSIP	\$ 945	\$ 980	\$ 980	\$ 980	\$ 3,885
CMAQ	\$ 1,390	\$ 1,450	\$ 1,450	\$ 1,450	\$ 5,740
TAP	\$ 328	\$ 335	\$ 335	\$ 335	\$ 1,333
Prior Year Balance	\$ 263	\$ 6,550	\$ 9,375	\$ 1,377	\$ 17,565
Subtotal	\$ 6,544	\$ 13,336	\$ 15,940	\$ 7,942	\$ 43,762
State Attributable					
STP-R	\$ 923	\$ 192	\$ 474	\$ 118	\$ 1,708
INDOT TAP	\$ 1,129	\$ 502	\$ -	\$ -	\$ 1,631
Subtotal	\$ 2,052	\$ 694	\$ 474	\$ 118	\$ 3,339
Note: Indiana HSIP includes \$200,000 annual STP penalty funding.					
METS Transit					
Sec 5307	\$ 1,921	\$ 1,855	\$ 1,982	\$ 2,013	\$ 7,771
Sec 5339	\$ -	\$ 447	\$ -	\$ -	\$ 447
Sec 5310	\$ 88	\$ 183	\$ 88	\$ 88	\$ 447
Subtotal	\$ 2,009	\$ 2,485	\$ 2,070	\$ 2,101	\$ 8,665
Private Non-profit Transit Providers (Includes MPO program administration)					
Sec 5310	\$ 135	\$ 228	\$ 98	\$ 98	\$ 559
Subtotal	\$ 135	\$ 228	\$ 98	\$ 98	\$ 559
Kentucky LPA program of projects					
MPO Attributable					
STBG	\$ 629	\$ 629	\$ 629	\$ 629	\$ 2,516
TAP	\$ 39	\$ 39	\$ 39	\$ 39	\$ 156
Prior Year Balance	\$ 1,857	\$ 471	\$ 905		\$ 3,233
Subtotal	\$ 2,525	\$ 1,139	\$ 668	\$ 668	\$ 5,905
State Attributable					
RTP	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
HART Transit					
Sec 5307	\$ 709	\$ 778	\$ 732	\$ 744	\$ 2,963
Sec 5339	\$ -	\$ 210	\$ -	\$ 100	\$ 310
Sec 5310	\$ -	\$ -	\$ 109	\$ -	\$ 109
Subtotal	\$ 709	\$ 988	\$ 732	\$ 844	\$ 3,273
Local Project Federal Funding (Indiana & Kentucky)					
Source	2018	2019	2020	2021	total
Available Federal	\$ 13,975	\$ 18,870	\$ 19,982	\$ 11,771	\$ 65,503
Programmed Federal	\$ 13,321	\$ 19,296	\$ 19,588	\$ 17,209	\$ 69,414

are now in compliance (maintenance areas). Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive CMAQ funds. Projects may include traffic flow improvements, transit strategies, and other demand management techniques. However, projects which result in expanded capacity for single-occupant vehicles (such as added travel lanes) are ineligible for CMAQ funds. The federal obligation for CMAQ projects and programs is 80% reimbursement.

#### **4. Highway Safety Improvement Program**

FAST Act continues the successful HSIP, established with SAFETEA-LU, for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The Act also clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (mostly infrastructure safety-related). The Railway-Highway Crossings Program continues as a set-aside from HSIP funding. The federal participation for HSIP projects is 90-100% reimbursement.

#### **5. National Highway Freight Program (NHFP)**

The NHFP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Beginning December 4, 2017, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds. The federal share is 90% for projects on the Interstate system and 80% for any other project.

### **STATE FUNDS**

State funds can be used as the sole funding instrument for a project or as matching funds to the federal assistance for state-initiated highway projects or programs.

### **LOCAL FUNDS**

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. Table 7 summarizes local revenues and federal fund matching costs for the first four years of the TIP. Revenue sources differ by state. For purposes of Indiana local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, Local Option Highway User Tax and Cumulative Bridge accounts is considered. Kentucky revenues include Municipal and County Road Aid, Local Government Economic Assistance, and Rural Secondary Program. Local fiscal constraint is verified by positive balances for regional LPAs. Operations and maintenance efforts are sustainable based on funds available in excess of TIP costs.

#### **1. Local Road and Street funds**

Local Road and Street funds provide revenue to both city and county highway departments in Indiana. These funds may be used for various improvements to the local transportation systems, including right of way acquisition, preliminary engineering, construction, or reconstruction activities. They may also be used for bond repayment.

Table 7: Local Fiscal Constraint and Operations/Maintenance

	Projected Local Revenues 2018-2021	Programmed Local Matching Costs 2018-2021	Revenues Available for Operations/Maintenance
<b>Indiana</b>			
Vanderburgh County	\$ 34,090,266	\$ 11,999,400	\$ 22,090,866
City of Evansville	\$ 28,420,797	\$ 6,784,700	\$ 21,636,097
METS	\$ 21,110,421	\$ 20,772,426	N/A - Operations and Maintenance included in programmed costs
Warrick County	\$ 17,601,628	\$ 3,075,600	\$ 14,526,028
Town of Newburgh	\$ 753,637	\$ 200,000	\$ 553,637
City of Boonville	\$ 1,423,602	\$ 1,172,800	\$ 250,802
<b>Kentucky</b>			
Henderson County	\$ 8,454,798	\$ -	\$ 8,454,798
City of Henderson	\$ 2,777,492	\$ 214,100	\$ 2,563,392
HART	\$ 2,308,000	\$ 2,742,000	N/A - Operations and Maintenance included in programmed costs



### **2. Motor Vehicle Highway Account**

This is the principal source of revenue for operation of the county highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of county transportation facilities.

### **3. Cumulative Bridge Fund**

The Cumulative Bridge Fund may be used to finance the construction or repair of county-wide bridges and grade separations.

### **4. Local Option Auto Excise and Wheel Tax**

The State of Indiana also provides for a local option auto excise and wheel tax. Both Vanderburgh and Warrick Counties exercise this taxing option. Revenue must be distributed evenly between the county and the municipalities based upon the ratio of city miles to total county miles.

### **5. Municipal Road Aid and County Road Aid**

Local governments in Kentucky may receive Municipal Road Aid (applicable to cities and unincorporated urban places) or County Road Aid (applicable to counties) to construct, reconstruct or maintain roads and streets.

### **6. Local Government Economic Assistance Fund**

The Kentucky Local Government Economic Assistance Fund is disbursed to coal producing and coal impact counties. 30% must be spend on the coal haul road system, while the remaining 70% can be used for anything except administrative costs.

### **7. Rural Secondary Program**

The Kentucky Rural Secondary Program allocates funds to the counties for the construction, reconstruction and maintenance of secondary and rural roads.

## **TRANSIT FUNDS**

During the four year period of this TIP, both METS and HART will continue to rely mainly on federal, state and local funds for operations, maintenance and capital expenses. Maintenance of existing services as well as scheduled capital equipment replacement will require revenue beyond the means of the City of Evansville and Henderson, requiring the need for multiple revenue sources.

The FTA has several funding sources for operating, maintenance and capital expenses. Section 5307 funds can cover up to 50% of annual operating costs and 80% of annual capital and planning costs, after excluding projected annual fare box revenue from fixed routes and mobility service. Section 5339 funds can cover up to 80% of capital costs to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Section 5310 funds are used for the transportation needs of seniors and persons with disabilities and can cover up to 80% of capital costs to replace, rehabilitate, and purchase paratransit buses and related equipment. Congestion Mitigation & Air Quality Funds (CMAQ) can also be transferred from FHWA to FTA for use in transit projects that will help improve air quality. Do note that CMAQ funds are only available to the Indiana portion of the MPO planning area.

METS also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds assist in the financing of operating costs. All other METS funding is from the City of Evansville. Table 8 shows total METS expenses and revenues for 2016 and 2017, as well as forecasted expenses and revenues for 2018 through 2021. Expenses are broken down by type and revenue is broken down by source.

Table 8: METS Expenses and Revenues

		2016	2017	2018	2019	2020	2021
<b>Operating, Maintenance &amp; Capital Expenses</b>	Total	\$ 9,826,631	\$ 9,515,682	\$ 8,710,000	\$ 9,277,500	\$ 8,910,000	\$ 9,010,000
	Operating	\$ 6,422,252	\$ 6,292,865	\$ 6,400,000	\$ 6,450,000	\$ 6,500,000	\$ 6,550,000
	PM/Capital	\$ 2,001,879	\$ 2,253,317	\$ 2,187,500	\$ 2,237,500	\$ 2,287,500	\$ 2,337,500
	Planning	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500
	Bus Acquisition	\$ 1,390,000	\$ 957,000	\$ 110,000	\$ 577,500	\$ 110,000	\$ 110,000
<b>Operating, Maintenance &amp; Capital Revenue</b>	Total	\$ 9,826,631	\$ 9,515,682	\$ 8,710,000	\$ 9,277,500	\$ 8,910,000	\$ 9,010,000
	Federal	\$ 2,937,584	\$ 2,636,227	\$ 2,008,895	\$ 2,413,467	\$ 2,070,038	\$ 2,100,610
	State	\$ 2,209,375	\$ 2,205,189	\$ 2,208,000	\$ 2,210,000	\$ 2,212,000	\$ 2,214,000
	Local	\$ 4,679,672	\$ 4,674,266	\$ 4,493,105	\$ 4,654,033	\$ 4,627,962	\$ 4,695,390

Table 9: HART Expenses and Revenues

		2016	2017	2018	2019	2020	2021
<b>Operating, Maintenance &amp; Capital Expenses</b>	Total	\$ 1,426,529	\$ 1,645,001	\$ 1,475,500	\$ 1,750,500	\$ 1,661,500	\$ 1,675,500
	Operating	\$ 806,602	\$ 845,008	\$ 860,000	\$ 873,000	\$ 886,000	\$ 899,000
	PM/Capital	\$ 542,427	\$ 597,493	\$ 603,000	\$ 615,000	\$ 627,000	\$ 639,000
	Planning	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500
	Bus Acquisition	\$ 65,000	\$ 190,000	\$ -	\$ 250,000	\$ 136,000	\$ 125,000
<b>Operating, Maintenance &amp; Capital Revenue</b>	Total	\$ 1,426,529	\$ 1,645,001	\$ 1,475,500	\$ 1,750,500	\$ 1,661,500	\$ 1,675,500
	Federal	\$ 742,000	\$ 843,876	\$ 709,121	\$ 920,620	\$ 840,920	\$ 843,620
	State	\$ 60,742	\$ 78,750	\$ 60,300	\$ 86,500	\$ 76,300	\$ 76,400
	Local	\$ 623,787	\$ 722,375	\$ 706,079	\$ 743,380	\$ 744,280	\$ 755,480

HART receives 10% matching funds from KYTC for capital projects. These funds assist in the financing of maintenance costs, bus purchases, paratransit service, and other capital needs. All other HART funding is from the City of Henderson. Table 9 shows total HART expenses and revenues for 2016 and 2017, as well as forecasted expenses and revenues for 2018 through 2021. Expenses are broken down by type and revenue is broken down by source.

In compliance with FTA Circular 7008.1, it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2018 through 2021.

FTA funding programs employed to fund local public transit include:

### **1. Section 5303 Metropolitan Planning**

Section 5303 funds are available for multimodal transportation planning resulting in long-range plans and short-range programs of transportation investment priorities. The program is jointly administered by FTA and FHWA.

### **2. Section 5307 Urbanized Area Formula Funding Program**

These funds are available for transit capital projects, operating assistance and planning activities. Funding is based on the Evansville-Henderson Urbanized Area's population and population density, and the revenue miles and passenger miles of METS and HART. The program covers up to 80% of capital project costs and 50% of operating assistance (up to a predetermined operating cap). The City of Evansville or City of Henderson must provide the local match.

### **3. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program**

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (METS and HART) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for vehicle purchases. The remaining funds, up to 45% of the Urbanized Area's total, may be used for other projects that provide access to transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A 20% local match is required from the City of Evansville, City of Henderson or non-profit organization.

### **4. Section 5339 Bus and Bus Facilities Formula Funding Program**

These funds are available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are allocated using the same formula as the Section 5307 program. The program covers up to 80% of capital project costs. The City of Evansville or City of Henderson must provide the local match.

### **5. State Transit Funding**

State transit funding is provided by INDOT for METS. The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems throughout Indiana that receive federal funds under the Federal Transit Act. Capital and operating funds are allocated through a performance based formula. Operating and capital projects require a 50% local match.

KYTC provides State transit funding for HART. The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5339, leaving just a 10% local match for the City of Henderson. Toll Credits, or excess toll revenues, may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits. Kentucky does not provide funding for planning and operating costs.









This section includes descriptions of the local programs and projects scheduled in the 2018-2021 TIP. The TIP includes projects from the long and short range planning processes. Projects or programs derived from the long range process must be consistent with the Metropolitan Transportation Plan (MTP 2040), while those in the short range element are evaluated, developed and prioritized through the MPO call for projects process cooperatively with local public agencies. The MPO's Congestion Management Process (CMP) provides support for both long and short range projects by documenting transportation deficiencies and identifying potential mitigation strategies to increase the efficiency of the entire multimodal transportation system. These may include a mixture of actions, including roadway maintenance, active transportation, transit, access management, capacity expansion, and air quality projects. As the transportation plan provides the basis for the long range program, the CMP and additional special studies undertaken by the MPO provide fundamental support for the short range programs and projects included in the TIP.

Projects initiated by INDOT and KYTC are prioritized and selected through each state's statewide transportation planning process. The selected state projects are coordinated with the respective Statewide Transportation Improvement Program (STIP), and submitted to the MPO for inclusion in the TIP. They are represented in the full project funding and implementation schedule in Chapter 5.

## **CHAPTER 4:**

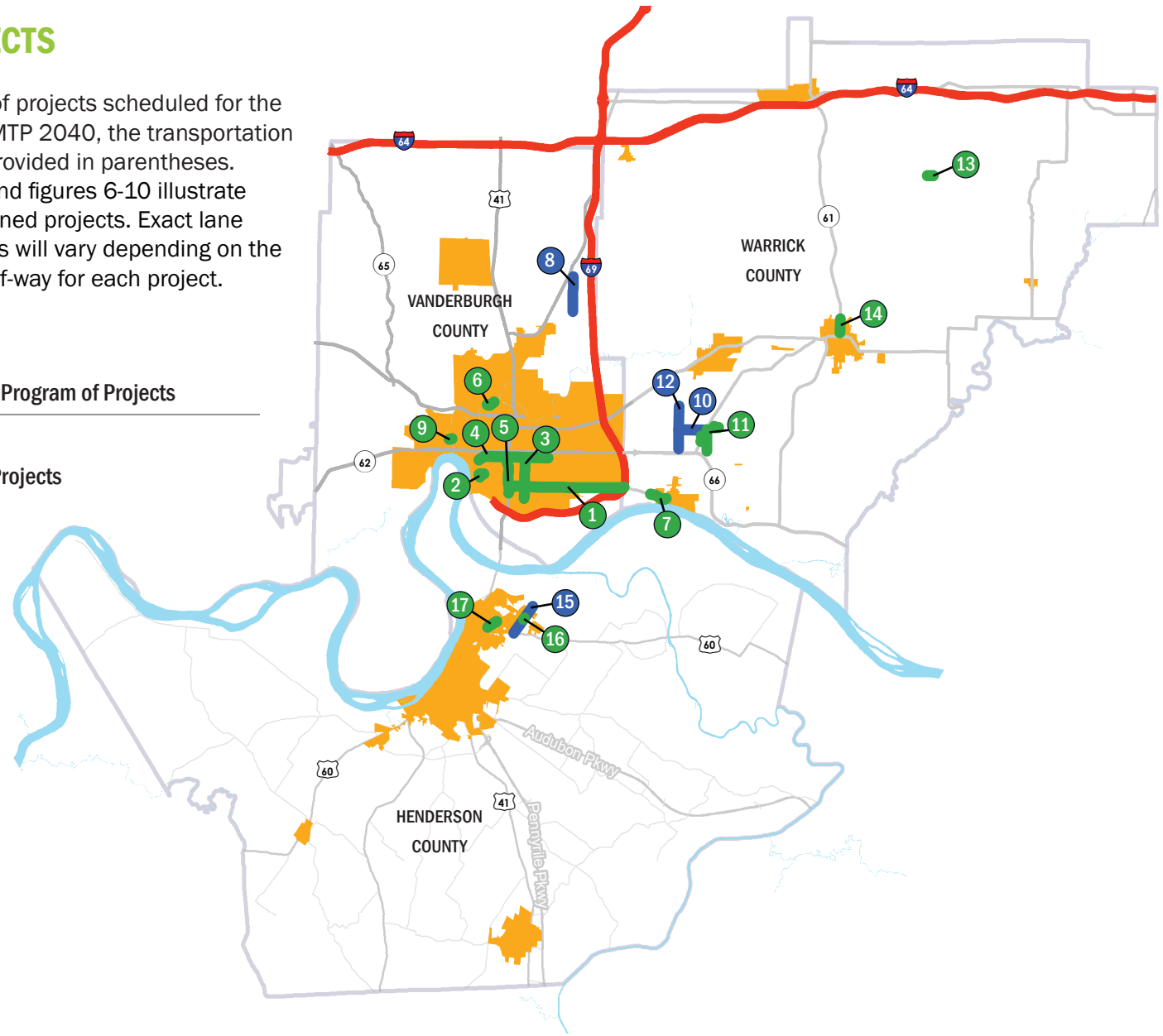
# **LOCAL PROGRAM OF PROJECTS**

### LOCAL PROGRAM OF PROJECTS

Figure 5 illustrates the local program of projects scheduled for the TIP period. For projects generated by MTP 2040, the transportation plan project identification number is provided in parentheses. Pages 36-44 provide project details, and figures 6-10 illustrate potential street cross sections for planned projects. Exact lane and sidewalk dimensions and setbacks will vary depending on the location and amount of existing right-of-way for each project.

Figure 5:  
Evansville MPO FY 2018-2021 Local Program of Projects

- MTP 2040 Projects
- Short Range Planning Process Projects
- Cities and Towns



## CITY OF EVANSVILLE

- 1 **Covert Avenue:** US 41 to I-69
- 2 **Second Street:** Intersection of Washington Ave./Parrett St./Jefferson Ave.
- 3 **Weinbach Avenue:** Walnut Street to Pollack Avenue
- 4 **Walnut Street:** Martin Luther King Jr. Boulevard to Vann Avenue
- 5 **Pigeon Creek Greenway – Hi Rail Corridor:** Riverside Drive to Walnut Street
- 6 **Pigeon Creek Greenway – Mid Levee Connection:** Heidelbach Avenue to Stringtown Road

## TOWN OF NEWBURGH

- 7 **Rivertown Trail Phase 3A:** B. Gene Aurand Trailhead to Pollack Avenue/SR 662 intersection

## VANDERBURGH COUNTY

- 8 **Green River Road:** Kansas Road to Boonville-New Harmony Road (22 – 6)
- 9 **Columbia/Delaware Street:** Bridge over Pigeon Creek

## WARRICK COUNTY

- 10 **Oak Grove Road – Section 3:** Bell Road to SR 261 (22-10)
- 11 **Vann Road/Casey Road:** SR 261 to Casey Road and Oak Grove Road to Vann Road
- 12 **Bell Road:** High Point Drive to Telephone Road (22-8, 35-13)
- 13 **Shilo Road:** Bridge over Barren Fork Creek (no construction during TIP period)

## CITY OF BOONVILLE

- 14 **3rd Street:** Sycamore Street to 460 feet past Olive Street (no construction during TIP period)

## CITY OF HENDERSON

- 15 **Wathen Lane:** SR 60 to Henderson city limits (22-16) (No construction during TIP period)
- 16 **Wathen Lane:** Bridge over tributary to the N. Fork of Canoe Creek
- 17 **North Green River Road:** Bend Gate Road to Osage Drive

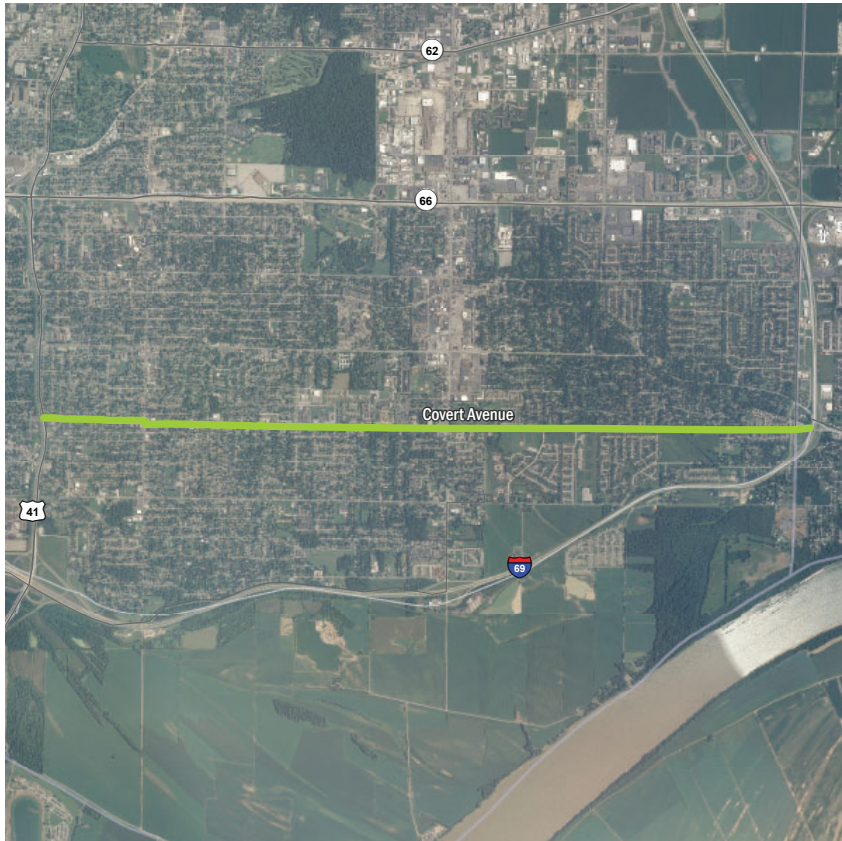


## LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021

### City of Evansville

- 1** Covert Avenue: US 41 to I-69 - \$4,290,000

A road diet conversion (four lanes to three), including sidewalk upgrades and bicycle accommodations from US 41 to I-69. Construction is programmed in FY 2020.



### City of Evansville

- 2** Second Street: Intersection of Washington Ave./Parrett St./Jefferson Ave. - \$1,870,000

Improvements at the three-way intersection of 2nd Street, Parrett Street and Jefferson Avenue. Includes improvements along Washington Avenue to 8th Street. Construction is programmed in FY 2020.



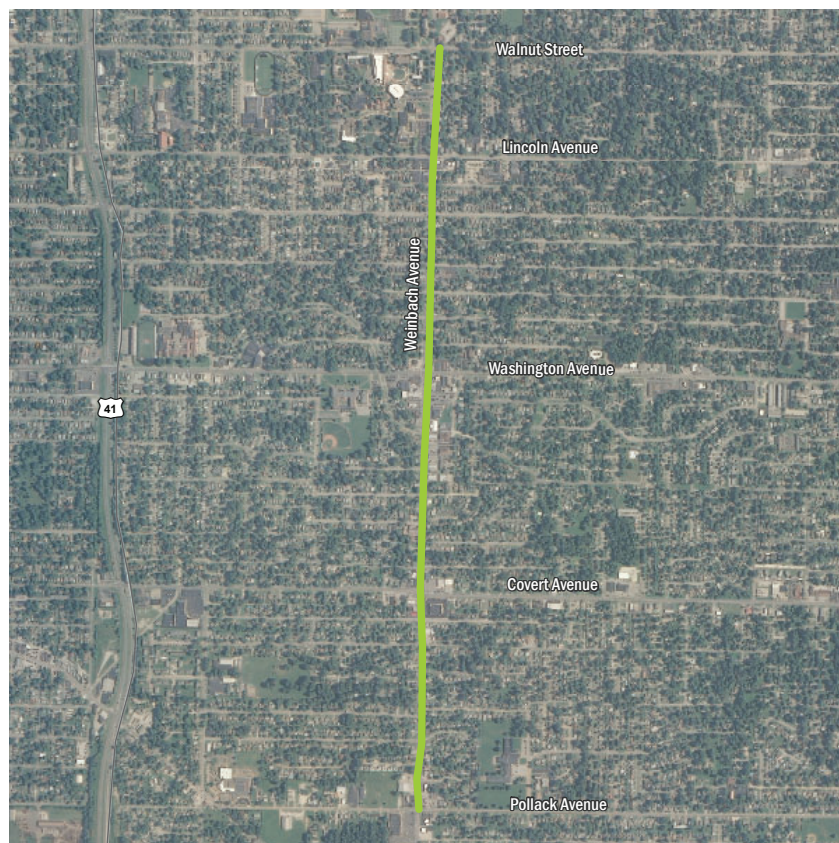


## LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

### City of Evansville

- 3** Weinbach Avenue: Walnut Street to Pollack Avenue – \$2,829,000

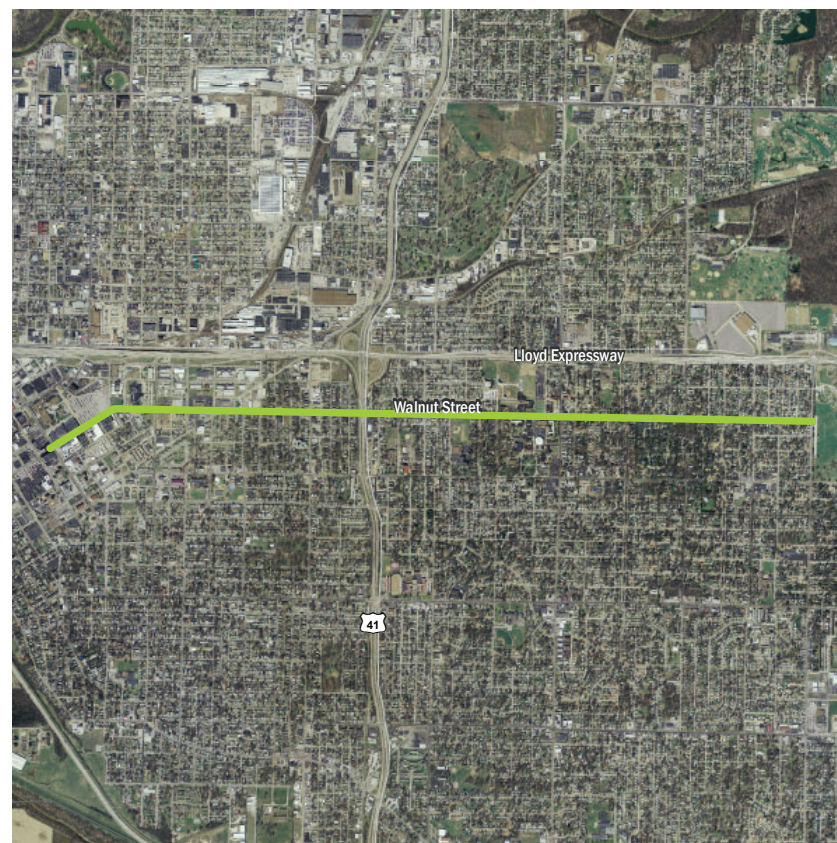
A road diet conversion (four lanes to three), including sidewalk upgrades and bicycle accommodations from Walnut Street to Pollack Avenue. Construction is programmed in FY 2019.



### City of Evansville

- 4** Walnut Street: Martin Luther King Jr Boulevard to Vann Avenue – \$7,607,000

A road diet conversion (four lanes to three) and multimodal corridor upgrades from Martin Luther King Jr. Boulevard to Vann Avenue. Construction is programmed in FY 2021.



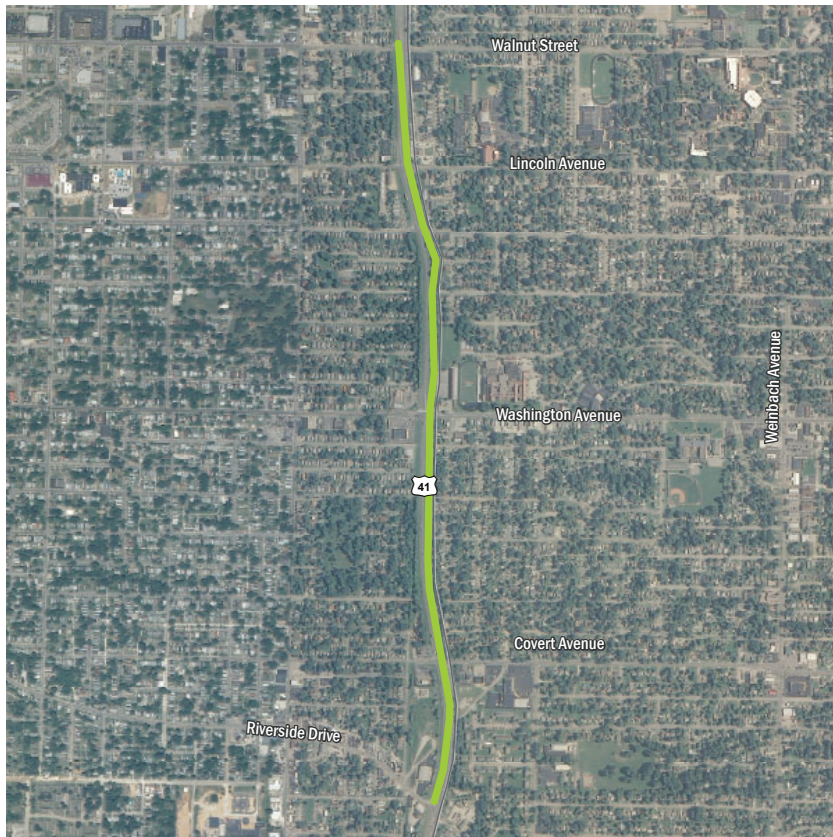


### LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

#### City of Evansville

- 5 Pigeon Creek Greenway – Hi Rail Corridor: Riverside Drive to Walnut Street - \$1,894,000

Construction of this corridor along US Highway 41 north to Walnut Street from Riverside Drive is programmed in FY 2018.



#### City of Evansville

- 6 Pigeon Creek Greenway – Mid Levee Connection: Heidelberg Avenue to Stringtown Road - \$1,115,000

Construction of this trail segment from the current northern trail terminus is programmed in FY 2019.





## LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

### Town of Newburgh

#### 7 Rivertown Trail Phase 3A: \$1,000,000

Connects to phase 1 at the B. Gene Aurand trailhead and continues west to Pollack Ave./SR 662 intersection. Construction is programmed in FY 2018.



### Vanderburgh County

#### 8 Green River Road: Kansas Road to Boonville-New Harmony Road (22 - 6) \$8,125,000

Due to the increase in residential development along the corridor, this segment of roadway will need improvement to maintain efficiency and safety. The project will include a three-lane cross-section, bike lanes and a sidewalk on the west side of the corridor. This project is programmed for construction in FY 2019.





### LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

#### Vanderburgh County

- 9** Columbia/Delaware Street: Bridge over Pigeon Creek - \$3,375,000

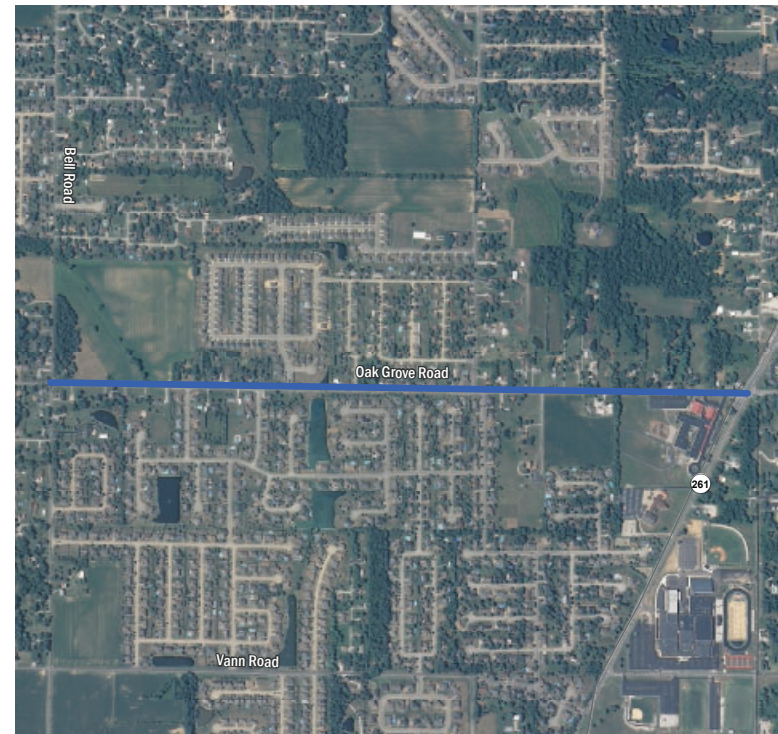
This project will rehabilitate the bridge structure. This project is programmed for construction in FY 2019.



#### Warrick County

- 10** Oak Grove Road – Section 3: Bell Road to SR 261 (22-10) \$5,492,000

Oak Grove Road serves as an east-west connection between the residential areas in Warrick County to the commercial developments in Vanderburgh County. The reconstruction of Oak Grove Road will provide a three-lane facility to serve the residential growth that is expected to occur in the vicinity of the corridor. The project will include sidewalks on the south side of the corridor. This project is programmed for construction in FY 2018.





## LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

### Warrick County

- 11** Vann Road/Casey Road: SR 261 to Casey Road and Oak Grove Road to Vann Road - \$1,394,000

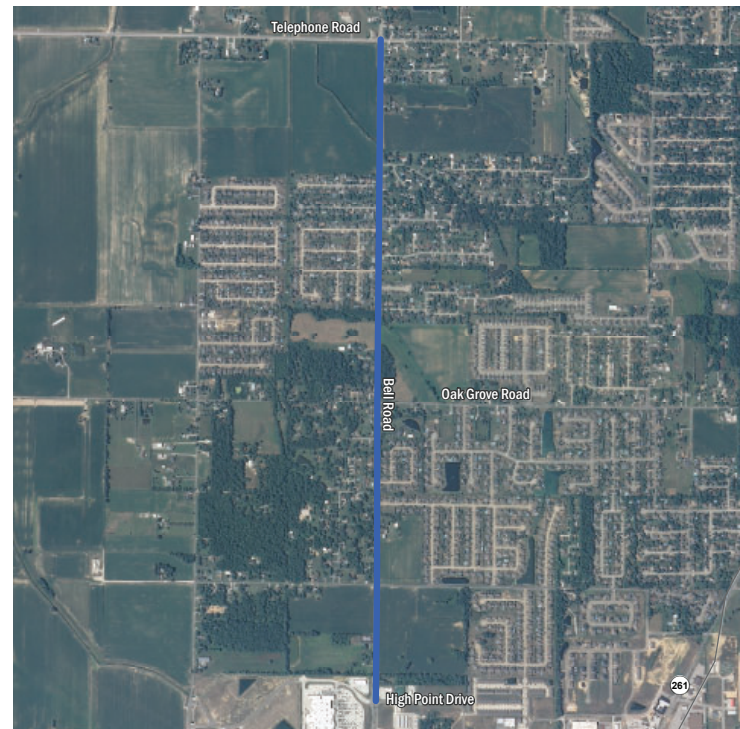
Trail construction to connect Castle Elementary, Castle North Middle School, Castle South Middle School, Castle High School and surrounding neighborhoods. This project is programmed for construction in FY 2021.



### Warrick County

- 12** Bell Road: High Point Drive to Telephone Road (22-8, 35-13) - \$6,238,000

Bell Road serves as a north-south connection between the residential areas in Warrick County and growing commercial developments near SR 66. The reconstruction of Bell Road will provide an improved facility to serve growth that is expected to occur in the vicinity of the corridor. The project will include bike lanes and a sidewalk. Consideration should be given to providing intersection turn lanes where needed. This project is programmed for construction in FY 2020.





### LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

#### Warrick County

- 13** Shilo Road: Bridge over Barren Fork Creek – No construction during TIP period

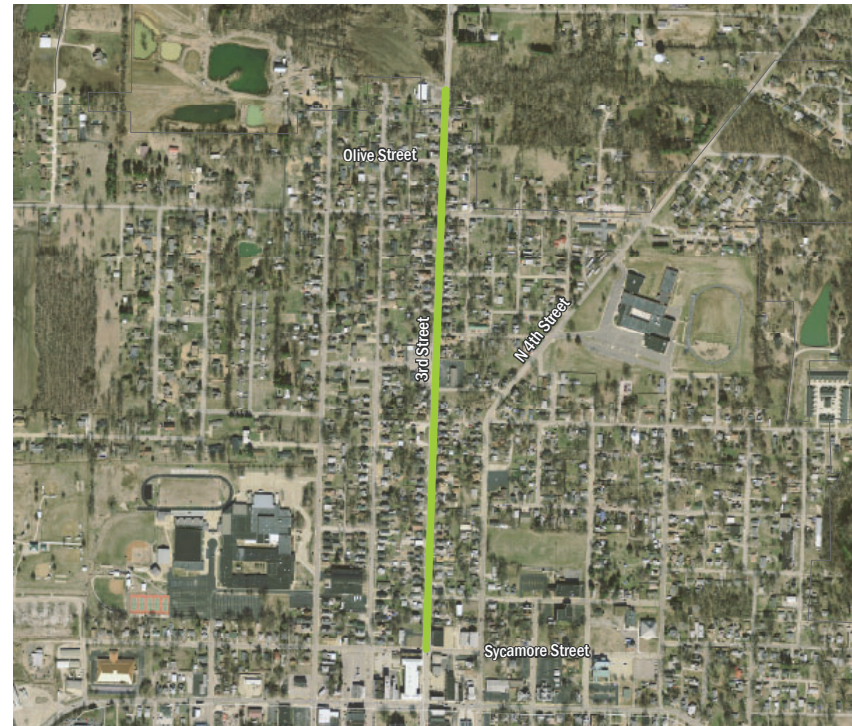
This project will replace the bridge structure and improve the alignment of the approach roadways. This project is not programmed for construction during the TIP period.



#### City of Boonville

- 14** 3rd Street: Sycamore Street to 460 feet past Olive Street - No construction during TIP period

The proposed project would reduce the width of the existing travel way, add new curb and gutters along with drainage structures, increase green buffer strips, and add new sidewalks and ADA compliant access ramps at all intersections. Lighting of the roadway and the sidewalks will be added to improve safety for both the motorists and the pedestrians. This project is not programmed for construction during the TIP period.





## LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

### City of Henderson

- 15** Wathen Lane: SR 60 to Henderson city limits (22-16) No construction during TIP period

Wathen Lane serves residential areas east of Henderson and is utilized as alternate route for through traffic on the city's northeast side. The reconstruction will provide an improved facility and will include sidewalks. Consideration should be given to providing intersection turn lanes where needed. This project is not programmed for construction during the TIP period.



### City of Henderson

- 16** Wathen Lane: Bridge over tributary to the N Fork of Canoe Creek - \$200,000

This project will replace the bridge structure with a box culvert and guardrails. This project is programmed for construction in FY 2018.



### LOCAL PROJECTS PROGRAMMED DURING FY 2018-2021 (CONT.)

#### City of Henderson

- 17 North Green River Road: Bend Gate Road to Osage Drive - \$240,000

The reconstruction will provide an improved facility and will include sidewalks. This project is programmed for construction in FY 2018.



#### Projects Not Mapped:

#### City of Evansville

Sign Replacement Program: \$829,000

Sign replacement program to meet federal retroreflectivity requirements. Construction is programmed in FY 2019.

#### Vanderburgh County

County Bridge Inspections: \$311,000

Inspection of all county bridges over 20 ft. in length. Programmed annually.

#### Warrick County

County Bridge Inspections: \$422,000

Inspection of all county bridges over 20 ft. in length. Programmed annually.

Figure 6: Two-lane street with sidewalks on both sides

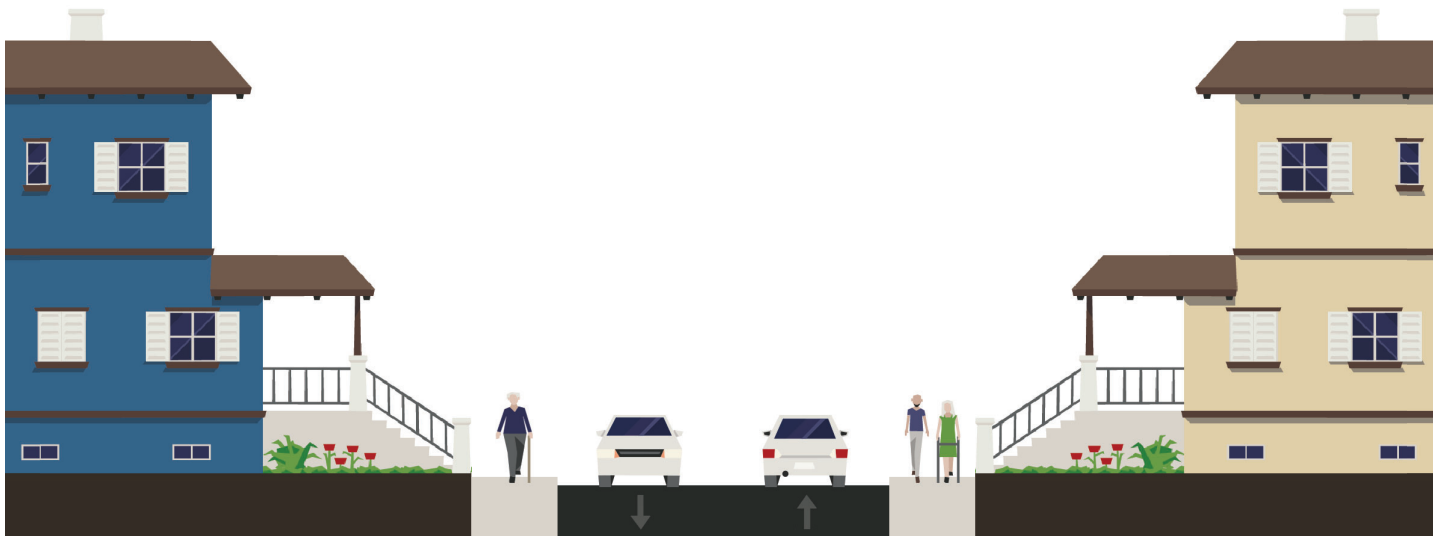


Figure 7: Two-lane street with bike lanes and sidewalk on one side

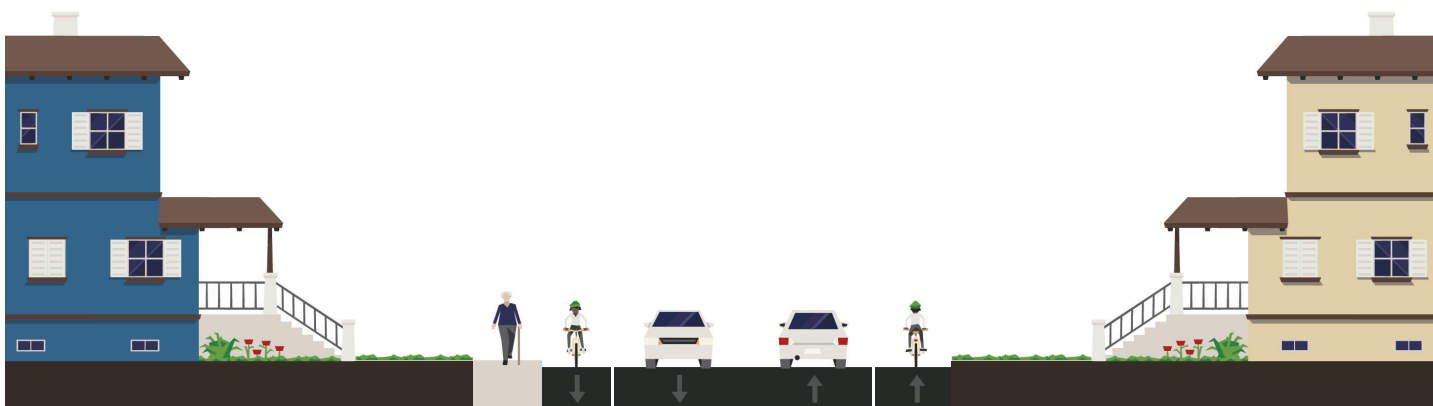




Figure 8: Three-lane street with sidewalks on both sides

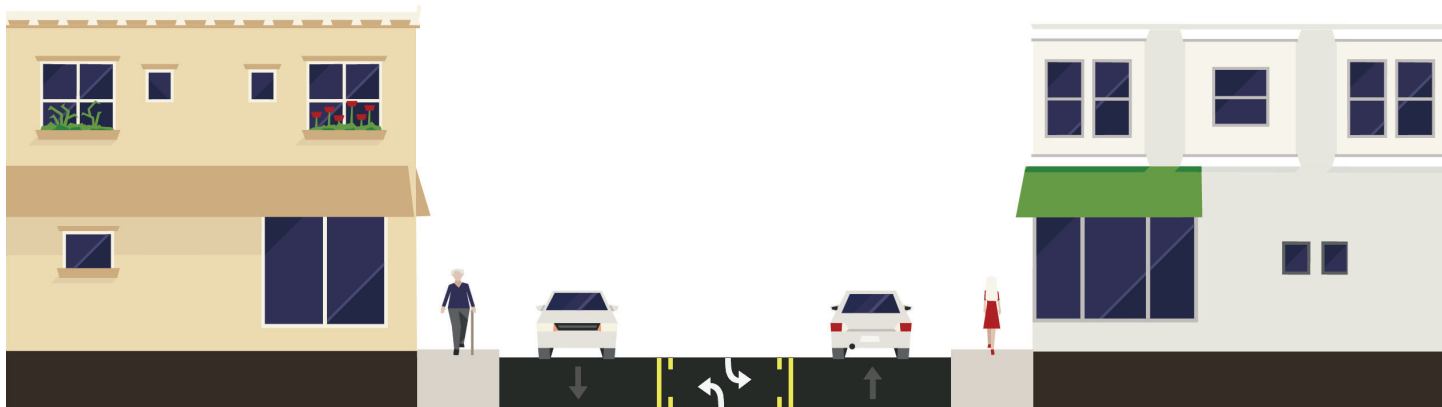
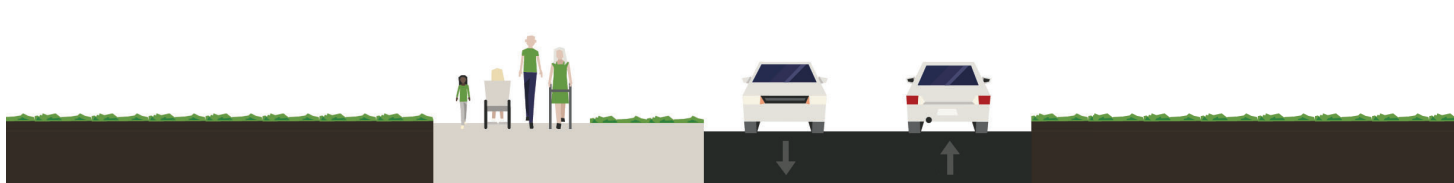


Figure 9: Three-lane street with bike lanes and sidewalk on one side



Figure 10: Separated trail parallel with street



## PUBLIC TRANSIT PROVIDERS

### Metropolitan Evansville Transit System (METS)

The forecast for operating, capital, and planning assistance for METS during the TIP period is as follows:

FY 2018 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$8,600,000
— Projected Fare Box Revenue.....	\$1,050,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$7,550,000</b>
<b>Operating Assistance.....</b>	<b>\$5,350,000</b>
Sources of funding: Section 5307 (\$600,000); INDOT Public Mass Transit Fund (PMTF) (\$2,208,000); other METS general revenue* and City of Evansville (\$2,542,000)	
<b>+ Capital Assistance.....</b>	<b>\$2,187,500</b>
Sources of funding: Section 5307 (\$1,310,895); other METS generated revenue and City of Evansville (\$876,605). Capital Assistance includes Preventive Maintenance and other bus and bus facilities improvements. Preventive Maintenance activities include a 90-point inspection maintenance check, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the main terminal, garage or administration buildings.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Evansville (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for METS for FY 2018, after subtracting projected fare box revenue .....</b>	<b>\$7,550,000</b>
Sources of funding: Section 5307 (\$1,920,895); INDOT PMTF (\$2,208,000); City of Evansville (\$3,421,105)	
Other Capital Projects Eligible for Section 5339, Section 5310 and CMAQ Funds	
<b>Acquisition of 1 Paratransit Bus .....</b>	<b>\$110,000</b>
Sources of funding: Section 5310 (\$88,000); City of Evansville (\$22,000).	

\*Other METS generated revenue includes payments from USI and Vanderburgh County, advertising and promotional revenues, and any other revenue received locally from a source other than the City budget.



FY 2019 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$8,700,000
— Projected Fare Box Revenue .....	\$1,050,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$7,650,000</b>
<b>Operating Assistance.....</b>	<b>\$5,400,000</b>
Sources of funding: Section 5307 (\$600,000); INDOT Public Mass Transit Fund (PMTF) (\$2,210,000); other METS general revenue* and City of Evansville (\$2,590,000)	
<b>+ Capital Assistance.....</b>	<b>\$2,237,500</b>
Sources of funding: Section 5307 (\$1,341,467); other METS generated revenue and City of Evansville (\$896,033). Capital Assistance includes Preventive Maintenance and other bus and bus facilities improvements. Preventive Maintenance activities include a 90-point inspection maintenance check, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the main terminal, garage or administration buildings.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Evansville (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for METS for FY 2019, after subtracting projected fare box revenue .....</b>	<b>\$7,650,000</b>
Sources of funding: Section 5307 (\$1,951,467); INDOT PMTF (\$2,210,000); City of Evansville (\$3,488,533)	
Other Capital Projects Eligible for Section 5339, Section 5310 and CMAQ Funds	
<b>Acquisition of 1 Fixed Route Transit Bus.....</b>	<b>\$433,000</b>
Sources of funding: Section 5339 (\$76,000); CMAQ (\$270,000); City of Evansville (\$87,000).	
<b>Acquisition of 1 Paratransit Bus .....</b>	<b>\$110,000</b>
Sources of funding: Section 5310 (\$88,000); City of Evansville (\$22,000).	

\*Other METS generated revenue includes payments from USI and Vanderburgh County, advertising and promotional revenues, and any other revenue received locally from a source other than the City budget.

FY 2020 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$8,800,000
— Projected Fare Box Revenue .....	\$1,050,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$7,750,000</b>
<b>Operating Assistance .....</b>	<b>\$5,450,000</b>
Sources of funding: Section 5307 (\$600,000); INDOT Public Mass Transit Fund (PMTF) (\$2,212,000); other METS general revenue* and City of Evansville (\$2,638,000)	
<b>+ Capital Assistance.....</b>	<b>\$2,287,500</b>
Sources of funding: Section 5307 (\$1,372,038); other METS generated revenue and City of Evansville (\$915,462). Capital Assistance includes Preventive Maintenance and other bus and bus facilities improvements. Preventive Maintenance activities include a 90-point inspection maintenance check, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the main terminal, garage or administration buildings.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Evansville (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for METS for FY 2020, after subtracting projected fare box revenue .....</b>	<b>\$7,750,000</b>
Sources of funding: Section 5307 (\$1,982,038); INDOT PMTF (\$2,212,000); City of Evansville (\$3,555,962)	
Other Capital Projects Eligible for Section 5339, Section 5310 and CMAQ Funds	
<b>Acquisition of 1 Paratransit Bus .....</b>	<b>\$110,000</b>
Sources of funding: Section 5310 (\$88,000); City of Evansville (\$22,000).	

\*Other METS generated revenue includes payments from USI and Vanderburgh County, advertising and promotional revenues, and any other revenue received locally from a source other than the City budget.

FY 2021 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$8,900,000
— Projected Fare Box Revenue.....	\$1,050,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$7,850,000</b>
<b>Operating Assistance.....</b>	<b>\$5,500,000</b>
Sources of funding: Section 5307 (\$600,000); INDOT Public Mass Transit Fund (PMTF) (\$2,214,000); other METS general revenue* and City of Evansville (\$2,686,000)	
<b>+ Capital Assistance.....</b>	<b>\$2,337,500</b>
Sources of funding: Section 5307 (\$1,402,610); other METS generated revenue and City of Evansville (\$934,890). Capital Assistance includes Preventive Maintenance and other bus and bus facilities improvements. Preventive Maintenance activities include a 90-point inspection maintenance check, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the main terminal, garage or administration buildings.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Evansville (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for METS for FY 2021, after subtracting projected fare box revenue .....</b>	<b>\$7,850,000</b>
Sources of funding: Section 5307 (\$2,012,610); INDOT PMTF (\$2,214,000); City of Evansville (\$3,623,390)	
Other Capital Projects Eligible for Section 5339, Section 5310 and CMAQ Funds	
<b>Acquisition of 1 Paratransit Bus .....</b>	<b>\$110,000</b>
Sources of funding: Section 5310 (\$88,000); City of Evansville (\$22,000).	

\*Other METS generated revenue includes payments from USI and Vanderburgh County, advertising and promotional revenues, and any other revenue received locally from a source other than the City budget.

## Henderson Area Rapid Transit (HART)

The forecast for operating, capital, and planning assistance for HART during the TIP period is as follows:

FY 2018 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$1,475,500
— Projected Fare Box Revenue.....	\$40,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$1,435,500</b>
<b>Operating Assistance.....</b>	<b>\$820,000</b>
Sources of funding: Section 5307 (\$235,000); City of Henderson (\$585,000)	
<b>+ Capital Assistance.....</b>	<b>\$603,000</b>
Sources of funding: Section 5307 (\$464,121); KYTC (\$60,300); City of Henderson (\$78,579). Capital Assistance includes Preventive Maintenance, other bus and bus facilities improvements, and ADA Complementary Service. Preventive Maintenance activities include scheduled inspection checks, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the garage.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Henderson (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for HART for FY 2018, after subtracting projected fare box revenue .....</b>	<b>\$1,435,500</b>
Sources of funding: Section 5307 (\$709,121); KYTC (\$60,300); City of Henderson (\$666,079)	
Other Capital Projects Eligible for Section 5339 and Section 5310 Funds	
None	

FY 2019 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$1,500,500
— Projected Fare Box Revenue.....	\$40,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$1,460,500</b>
<b>Operating Assistance.....</b>	<b>\$833,000</b>
Sources of funding: Section 5307 (\$240,000); City of Henderson (\$593,000)	
<b>+ Capital Assistance.....</b>	<b>\$615,000</b>
Sources of funding: Section 5307 (\$470,620); KYTC (\$61,500); City of Henderson (\$82,880). Capital Assistance includes Preventive Maintenance, other bus and bus facilities improvements, and ADA Complementary Service. Preventive Maintenance activities include scheduled inspection checks, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the garage.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Henderson (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for HART for FY 2019, after subtracting projected fare box revenue .....</b>	<b>\$1,460,500</b>
Sources of funding: Section 5307 (\$720,620); KYTC (\$61,500); City of Henderson (\$678,380)	
Other Capital Projects Eligible for Section 5339 and Section 5310 Funds	
<b>Acquisition of 2 Fixed Route Transit Buses .....</b>	<b>\$250,000</b>
Sources of funding: Section 5339 (\$200,000); KYTC (\$25,000); City of Henderson (\$25,000).	



FY 2020 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$1,525,500
— Projected Fare Box Revenue.....	\$40,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$1,485,500</b>
<b>Operating Assistance.....</b>	<b>\$846,000</b>
Sources of funding: Section 5307 (\$245,000); City of Henderson (\$601,000)	
<b>+ Capital Assistance.....</b>	<b>\$627,000</b>
Sources of funding: Section 5307 (\$477,120); KYTC (\$62,700); City of Henderson (\$87,180). Capital Assistance includes Preventive Maintenance, other bus and bus facilities improvements, and ADA Complementary Service. Preventive Maintenance activities include scheduled inspection checks, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the garage.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Henderson (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for HART for FY 2020, after subtracting projected fare box revenue .....</b>	<b>\$1,485,500</b>
Sources of funding: Section 5307 (\$732,120); KYTC (\$62,700); City of Henderson (\$690,680)	
Other Capital Projects Eligible for Section 5339 and Section 5310 Funds	
<b>Acquisition of 2 Paratransit Buses .....</b>	<b>\$136,000</b>
Sources of funding: Section 5310 (\$108,800); KYTC (\$13,600); City of Henderson (\$13,600).	

FY 2021 Forecast for Operating, Capital and Planning Projects Eligible for Section 5307 Funds	
Total Operating, Capital & Planning Costs.....	\$1,550,500
— Projected Fare Box Revenue.....	\$40,000
<b>= Costs Eligible for Section 5307 Reimbursement.....</b>	<b>\$1,510,500</b>
<b>Operating Assistance.....</b>	<b>\$859,000</b>
Sources of funding: Section 5307 (\$250,000); City of Henderson (\$609,000)	
<b>+ Capital Assistance.....</b>	<b>\$639,000</b>
Sources of funding: Section 5307 (\$483,620); KYTC (\$63,900); City of Henderson (\$91,480). Capital Assistance includes Preventive Maintenance, other bus and bus facilities improvements, and ADA Complementary Service. Preventive Maintenance activities include scheduled inspection checks, fluids and filters, and other routine maintenance procedures. Bus and bus facilities improvements can range from security cameras and other small equipment to renovations at the garage.	
<b>+ Planning Assistance.....</b>	<b>\$12,500</b>
Sources of funding: Section 5307 (\$10,000); City of Henderson (\$2,500). The Evansville MPO will initiate the short range transit planning projects as described in the FY 2017-2018 UPWP.	
<b>= Total costs for HART for FY 2021, after subtracting projected fare box revenue .....</b>	<b>\$1,510,500</b>
Sources of funding: Section 5307 (\$743,620); KYTC (\$63,900); City of Henderson (\$702,980)	
Other Capital Projects Eligible for Section 5339 and Section 5310 Funds	
<b>Acquisition of 1 Fixed Route Transit Buses .....</b>	<b>\$125,000</b>
Sources of funding: Section 5339 (\$100,000); KYTC (\$12,500); City of Henderson (\$12,500).	

## **NON-PROFIT TRANSIT PROVIDERS**

Section 5310 funding available for local non-profits has been approximately \$75,000 each year. This amount may increase or decrease depending on the needs of METS and HART.

Over the last several years, The Arc of Evansville and Easterseals Rehabilitation Center have utilized this funding source to acquire vehicles annually. The Evansville Association for the Blind has also purchased a bus that was delivered in March 2017, the first bus for the organization. The Evansville MPO will continue to reach out to these organizations and others who may be able to provide transportation to seniors and individuals with disabilities. This effort is informed by the Coordinated Public Transit-Human Services Transportation Plan developed by the MPO. The Coordinated Plan is used to identify transportation needs for seniors and individuals with disabilities and is required to receive Section 5310 funding.









The Fiscal Year 2018-2021 TIP calls for the advancement of a variety of projects and programs at a total cost of approximately \$233 million. The federal share of the total is approximately \$183 million, the state share is approximately \$25 million, and the local share is approximately \$25 million.

## **CHAPTER 5:**

# **TIP PROJECT DETAILS AND SCHEDULES**



### MAJOR PROJECTS UPDATE

#### Completed Projects

The following projects have been completed (or are currently under construction/implementation as appropriate to project type) since the FY 2016-2019 TIP was approved:

1. **Green River Road:** Widening from Millersburg Rd. to Kansas Rd..... Completed
2. **Tekoppel Safe Routes to School:** Traffic calming, sidewalks, curb ramps..... Completed
3. **Burkhardt Rd./Virginia St. Intersection Improvement**..... Completed
4. **Lloyd Expressway Pedestrian Overpass east of Vann Avenue** ..... Completed
5. **Lincoln Ave. Sect. 3:** Widening from east of Bell Rd to Lenn Rd..... Under Construction
6. **Oak Grove Rd. Sect. 2:** Widening from Libbert Rd to Bell Rd..... Completed
7. **US 41/Lloyd Expressway:** Interchange modification..... Completed
8. **US 41:** Signal upgrades and pedestrian crossing improvements..... Completed
9. **SR 61 Connector:** SR 61 W of Booneville to SR 61 north of Booneville. .... Under Construction
10. **KY 351/Zion Rd:** Safety project..... Completed

For a complete listing of federally funded projects, the MPO publishes an annual listing of projects for which Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) funds have been obligated in the preceding year.

## TIP COMPLETE PROJECTS LISTING

The following pages present the funding and implementation schedules for all transportation improvement projects proposed to be undertaken in the federal fiscal years 2018-2021. In addition to providing the year(s) of funding, funding type(s), and funding obligation(s), these schedules provide the following information:

<b>ROUTE:</b>	The name of the road/intersection on/at which the project is located, if applicable.
<b>PROJECT LIMITS:</b>	Describes the project location in more detail.
<b>DES #/ITEM #:</b>	A designation or item number assigned to the project by the state department of transportation (INDOT or KYTC) when the project is entered into the state system.
<b>PLANNING REFERENCE:</b>	Planning source for the project including the Metropolitan Transportation Plan 2040 (MTP 2040) reference if applicable.
<b>MAP ID:</b>	Reference for project location map located in chapter 4.
<b>LENGTH:</b>	Project length, if applicable.
<b>FEDERAL FUNDING SOURCE:</b>	The project's federal funding program, if applicable.
<b>AMENDMENT/MODIFICATION DATE:</b>	The date of the most recent amendment or modification for a project, if applicable.
<b>DESCRIPTION:</b>	Description of the project including, but not limited to, the type of work, additional location details and associated projects.
<b>PE:</b>	Preliminary engineering including planning activities.
<b>RW:</b>	Right-of-way engineering and/or acquisition.
<b>CN:</b>	Construction activities including construction engineering and/or actual construction.
<b>U:</b>	Utility relocation

Table 10: Funding Codes

Local Funding Codes:	
LOCAL	Local Funds
State Funding Codes:	
INDOT	State of Indiana Funds
KYTC	State of Kentucky Funds
Federal Funding Codes:	
NHPP	National Highway Performance Program
STP-U, STP-R, SHN, STBG	Surface Transportation Block Grant Program (STBG)
TAP	Transportation Alternatives Set-aside
RTP	Recreational Trails Program Set-aside
BR, BRX, BRO	Bridge Funds Program Set-aside, or bridge application of NHPP funding
CMAQ	Congestion Mitigation & Air Quality
HSIP	Highway Safety Improvement Program
RHCP	Railway-Highway Crossings Program Set-aside
NHFP	National Highway Freight Program
FTA-O	Federal Transit Administration (FTA) Operating Assistance
FTA-C	Federal Transit Administration (FTA) Capital Assistance



Table 11: TIP Projects Listing

Sponsor: Evansville MPO										
Project Des#	Federal Funding Source Description:	Amendment/ Modification Date	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
				2018	2019	2020	2021			
HSIP UPWP Planning Activities Various	HSIP Includes Des# 1600643, 1801268		PE	\$100	\$100	\$100	\$100		\$400	\$-
STP UPWP Planning Activities Various	STP Includes Des# 1600643, 1801268	7/13/17, 2/6, 4/11/18	PE	\$220	\$352	\$149	\$125		\$677	\$169
			PE	\$320	\$452	\$249	\$225	\$-	\$1,077	\$169
			Total	\$320	\$452	\$249	\$225	\$-	\$1,077	\$169
			Federal	\$276	\$382	\$219	\$200	\$-	\$1,077	
			Local	\$44	\$70	\$30	\$25	\$-		\$169

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
<b>Vanderburgh County</b>										
US 41	Includes Des# 1600643, 1801268		PE	\$300					\$ 240	\$ 60
9620260	Exempt		RW						\$ -	\$ -
n/a	NHPP		CN						\$ -	\$ -
Bridge deck rehabilitation/replacement on various bridges and pavement rehabilitation between bridge structures (includes Des# 0100482, 0200633, 0200634, 0200635, 0200636, 1298275, 1592481). KYTC Item# 02-2091.00 is associated.										
US 41	Vietnam Gold Star Bridge over Ohio River		PE		\$150				\$ 120	\$ 30
1592462			RW						\$ -	\$ -
n/a	NHPP	11/8/2017	CN						\$ -	\$ -
Inspection of Ohio River bridge - payment to Kentucky (includes Des# 1592466)										
US 41	Vietnam Gold Star Bridge over Ohio River		PE				\$150		\$ 120	\$ 30
1702658			RW						\$ -	\$ -
n/a	NHPP	1/11/2018	CN						\$ -	\$ -
Inspection of northbound and southbound Ohio River bridges (includes Des# 1702659)										
US 41	Vietnam Gold Star Bridge over Ohio River		PE						\$ -	\$ -
1601737			RW						\$ -	\$ -
0.945 mi.	NHPP		CN	\$280	\$130	\$70			\$ 384	\$ 96
State police additional patrols for "Fix For 41" project										
US 41	Intersection with Hillsdale Rd., 2.04 mi. N of SR 57		PE	\$249					\$ 199	\$ 50
1400005	Exempt		RW						\$ -	\$ -
0.105 mi.	NHPP		CN	\$120	\$2,093				\$ 1,770	\$ 443
Intersection improvement with new signals										
US 41, SR 68	Various locations		PE	\$243					\$ 194	\$ 49
1400191			RW	\$15					\$ 12	\$ 3
n/a	NHPP	6/1/2017	CN	\$2,137					\$ 1,710	\$ 427
Bridge rehab/repair on us 41 (over Pigeon Creek, 0.37 mi. N of SR 66) and on SR 68 (over Upper Pigeon Creek, 1.87 mi. E of SR 161) (includes Des# 1500335)										
US 41	Intersection with Lynch Rd., 1.0 mi. N of SR 66		PE	\$125					\$ 100	\$ 25
1601011	Exempt		RW			\$85			\$ 68	\$ 17
0.01 mi.	NHPP		CN				\$1,218		\$ 974	\$ 244
Intersection improvement with turn lanes										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
US 41	at CSX Railroad crossing DOT#539796S		PE	\$20					\$ 20	\$ -
1700587	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN		\$400				\$ 400	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										
US 41	From N of SR 66/SR 62 (Lloyd Expwy) to 0.74 mi N of SR 66 (Diamond		PE		\$2,500				\$ 2,000	\$ 500
1601066	Exempt		RW					\$760	\$ 608	\$ 152
8.0 mi.	NHPP	8/9/18, 8/27/18	CN					\$21,360	\$ 17,088	\$ 4,272
Pavement Replacement										
SR 62	University Pkwy. bridge over SR 62, 7.5 mi. W of US 41		PE	\$365					\$ 292	\$ 73
1602248	Exempt		RW						\$ -	\$ -
n/a	NHPP	3/9/2018	CN			\$949			\$ 759	\$ 190
Bridge thin deck overlay. Amended 3/8/18 to include Grouped Project: Bridge, Culvert and Small Structure Preservation items. Includes Des# 1700017, SR (rehabilitate bridge over McFadden Creek, 0.71 mi. W of SR 69) and Des# 1700977 (bridge deck overlay over St. Joseph Ave./Locust Creek, 0.258 mi. E of SR 65).										
SR 62	5.99 mi. W of US 41		PE						\$ -	\$ -
1500710	Exempt		RW						\$ -	\$ -
n/a	NHPP		CN	\$170					\$ 136	\$ 34
Small structure pipe lining										
SR 62	Over CSX RR, 4.19 mi. W of US 41		PE			\$255			\$ 204	\$ 51
1500041	Exempt		RW						\$ -	\$ -
n/a	NHPP	7/13/2017	CN			\$10,651			\$ 8,521	\$ 2,130
Bridge replacement. Includes Des# 1602258, SR 62 over Carpenter Creek, 4.43 mi. W of US 41, Des# 1600060, Over Tekoppel Ave., 4.09 mi. W of US 41										
SR 62	Over Pigeon Creek/CSX RR, 2.45 mi. W of US 41		PE						\$ -	\$ -
1601718	Exempt		RW						\$ -	\$ -
n/a	NHPP	6/1/17, 2/13/18	CN	\$3,211					\$ 2,569	\$ 642
Bridge rehabilitation/repair.										
SR 62	From Posey/Vanderburgh Co. line to 200' W of Rosenburger Dr. WBL		PE						\$ -	\$ -
1592782	Exempt		RW						\$ -	\$ -
4.389 mi.	NHPP		CN	\$4,504					\$ 3,603	\$ 901
Grouped Projects (Pavement Preservation) Pavement HMA Overlay, preventive maintenance.										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
SR 62	11.24 mi. E of SR 69		PE						\$ -	\$ -
1600045	Exempt		RW	\$10					\$ 8	\$ 2
n/a	NHPP	11/8/2017	CN		\$917				\$ 734	\$ 183
Grouped Projects (Bridge, culvert and small structure preservation) Various small structures. Includes des# 1600047 (11.74 mi. E of SR 69) and 1600049 (8.94 mi. E of SR 69).										
SR 62	Pedestrian Bridge west of St Joseph Avenue		PE		\$253				\$ 202	\$ 51
1702066	Exempt		RW						\$ -	\$ -
n/a	STBG	4/12/2018	CN					\$2,528	\$ 2,022	\$ 506
Bridge replacement										
SR 62, SR 66	Various locations (Grouped Project)		PE	\$897					\$ 718	\$ 179
Various	Exempt		RW						\$ -	\$ -
n/a	STBG	4/5/2018	CN			\$3,071			\$ 2,457	\$ 614
Grouped Projects (Bridge, culvert and small structure preservation) Bridge thin deck overlays on contract B-41167										
I-64	From 0.6 mi. W of SR 165 to 3.32 mi. E of SR 65.		PE	\$150					\$ 120	\$ 30
1601990	Exempt		RW						\$ -	\$ -
9.652 mi.	NHPP		CN			\$4,745			\$ 3,796	\$ 949
Pavement, hot mix asphalt overlay, preventive maintenance.										
SR 65	Near Weiss Rd., 5.02 mi. N of SR 66		PE	\$165					\$ 132	\$ 33
1400003			RW						\$ -	\$ -
0.37 mi.	STP	8/3/2017	CN	\$127					\$ 102	\$ 25
Pavement, other										
SR 65	Over I-64 EB/WB lanes, 2.61 mi S of SR 68		PE		\$370				\$ 296	\$ 74
1800142	Exempt		RW						\$ -	\$ -
n/a	STP	8/9/2018	CN					\$4,271	\$ 3,417	\$ 854
Bridge Replacement, Concrete										
SR 66	Intersection with Green River Rd., 2.2 mi. W of I-69		PE	\$30		\$13			\$ 34	\$ 9
1601009	Exempt		RW						\$ -	\$ -
.03 mi.	NHPP		CN				\$177		\$ 142	\$ 35
Interchange modification, WB off ramp.										
SR 66	Over Little Creek, 1.68 miles W of SR 65		PE		\$177				\$ 142	\$ 35
1592949, 1592958	Exempt		RW						\$ -	\$ -
n/a	STBG	4/5/2018	CN				\$768		\$ 614	\$ 154
Grouped Projects (Bridge, culvert and small structure preservation) Bridge deck overlays on Contract B-41137										



Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
SR 66, SR 62	From 0.17 mi. E of US 41 to 0.20 mi. E of SR 261		PE						\$ -	\$ -
1600176	Exempt		RW						\$ -	\$ -
7.635, 3.797 mi.	NHPP		CN		\$9,328				\$ 7,462	\$ 1,866
PCCP cleaning and joint sealing. Includes Des# 1600177 (HMA overlay from US 41 to 0.25 mi. E of I-69 on SR 62).										
I-69	Various locations (Grouped Project)		PE						\$ -	\$ -
1600097	Exempt		RW						\$ -	\$ -
n/a	NHPP	7/13/2017	CN		\$1,877				\$ 1,613	\$ 264
Grouped Projects (Bridge, culvert and small structure preservation) small structure pipe lining at various locations along I-69 and SR 66. Includes des#s 1600106, 1600155, 1600102										
I-69, SR 57	Various locations (Grouped Project)		PE	\$2,173					\$ 1,950	\$ 223
1700832	Exempt		RW						\$ -	\$ -
n/a	NHPP, STP	8/10/2017	CN		\$8,248				\$ 7,403	\$ 845
Grouped Projects (Bridge, culvert and small structure preservation) bridge thin deck overlay at various locations along I-69 and SR 57. Includes des#s 1700859, 1700878, 1700880, 1700882, 1700884, 1700886, 1700888, 1700890, 1700892-93, 1700898, 1700908-14, 1700916, 1700918-20, 1700922, 1700924, 1700927, 1700930 and 1700932.										
Boehne Camp Road	at Evansville Western Railroad crossing DOT#342748D		PE	\$20					\$ 20	\$ -
1700514	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN		\$360				\$ 360	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										
County Line Road	at Evansville Western Railroad crossing DOT#342755N		PE	\$20					\$ 20	\$ -
1700513	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN		\$360				\$ 360	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										
Hogue Road	at Evansville Western Railroad crossing DOT#342754G		PE	\$20					\$ 20	\$ -
1700512	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN		\$360				\$ 360	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										
Ingle Avenue	at Evansville Western Railroad crossing DOT#342739E		PE	\$20					\$ 20	\$ -
1700510	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN		\$360				\$ 360	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits		Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference	Map ID		2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Leslie Avenue	at Evansville Western Railroad crossing DOT#342738X		PE	\$20					\$ 20	\$ -
1700517	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN	\$360					\$ 360	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										
Old State Road	at CSX Railroad crossing DOT#342834A		PE	\$20					\$ 20	\$ -
1700522	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN	\$360					\$ 360	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										
Peerless Road	at Evansville Western Railroad crossing DOT#342749K		PE	\$20					\$ 20	\$ -
1700511	Exempt		RW						\$ -	\$ -
n/a	HSIP		CN	\$360					\$ 360	\$ -
Installation of train activated Gates and Flashing Lights; Overhead Cantilevers (2); Bell; and Constant Warning Time Circuitry (CWT).										
Various	Vanderburgh and Warrick Counties		PE						\$ -	\$ -
1400209	Exempt		RW						\$ -	\$ -
n/a	NHPP		CN	\$807					\$ 646	\$ 161
Various locations along I-64, SR 161, SR 62, SR 66 and US 41. Culvert clean and repair										
Various	Statewide		PE	\$251					\$ 201	\$ 50
1383183	Exempt		RW						\$ -	\$ -
n/a	STP		CN						\$ -	\$ -
Helpers program for local roads and streets										
Various	Statewide		PE	\$1,000					\$ 2,000	\$ -
1702393	Exempt		RW						\$ -	\$ -
n/a	STP		CN						\$ -	\$ -
Indiana State Police patrols for INDOT contracts statewide.										
Various	Various locations within Vincennes District		PE						\$ -	\$ -
1600112	Exempt		RW						\$ -	\$ -
n/a	STP		CN	\$433					\$ 740	\$ 185
Traffic signal modernization (includes Des# 1602164)										
Various	Various locations within Vincennes District		PE						\$ -	\$ -
1600113	Exempt		RW						\$ -	\$ -
n/a	STP		CN	\$238					\$ 350	\$ 88
Raised pavement markings, refurbished (includes Des# 1602162)										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Various	Various locations within Vincennes District		PE						\$ -	\$ -
1600114	Exempt		RW						\$ -	\$ -
n/a	STP		CN	\$423		\$1,000			\$ 1,138	\$ 285
Curve sign and marking visibility improvements (includes Des# 1602166)										
Various	Various routes within Vincennes District		PE		\$210				\$ 168	\$ 42
1600179	Exempt		RW						\$ -	\$ -
n/a	STP		CN						\$ -	\$ -
Small structure assessment										
Various	Various locations statewide		PE	\$1,401					\$ 1,121	\$ 280
1600463	Exempt		RW						\$ -	\$ -
n/a	STP	7/13/2017	CN						\$ -	\$ -
Grouped Project Pavement Preservation: On-call pavement designs										
Various	Various locations statewide		PE	\$2,328					\$ 1,862	\$ 466
1600479	Exempt		RW						\$ -	\$ -
n/a	STP	7/13/2017	CN						\$ -	\$ -
Grouped Project Pavement Preservation: On-call geotechnical investigations										
Various	Various locations statewide		PE	\$1,600					\$ 1,280	\$ 320
1701469	Exempt		RW						\$ -	\$ -
n/a	STP	7/13/2017	CN						\$ -	\$ -
Grouped Project Pavement Preservation: On-call pavement designs										
Various	Various locations within Vanderburgh and Warrick Counties		PE						\$ -	\$ -
1802786	Exempt		RW						\$ -	\$ -
n/a	STBG	11/20/2018	CN		\$413				\$ 330	\$ 83
Grouped Project Traffic Signal and Lighting Improvements: District Traffic Signal Project, Traffic Signal Visibility, Contract T-41793										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
<b>Warrick County</b>										
SR 61	7.07 mi. N of SR 66		PE						\$ -	\$ -
1500714	Exempt		RW						\$ -	\$ -
n/a	STP		CN	\$1,041					\$ 833	\$ 208
Grouped Projects (Bridge, culvert and small structure preservation) small structure pipe lining (includes Des# 1500728, 1500693)										
SR 61	0.07 mi. W of E SR 62 Jct, at E SR 62 Jct		PE	\$68					\$ 54	\$ 14
1800876	Exempt		RW						\$ -	\$ -
n/a	STP	2/6/2018	CN		\$1,020				\$ 816	\$ 204
Grouped Projects (Traffic signal system improvements and lighting) Traffic signal modernization (includes Des# 1800877, 1800879, 1800880)										
SR 61	2.41 mi. S of SR 62		PE						\$ -	\$ -
1600033	Exempt		RW						\$ -	\$ -
n/a	STP		CN	\$300					\$ 240	\$ 60
Small structure, new. Includes Des# 1601748, 1601790										
SR 61 & SR 68	Various locations (Grouped Project)		PE		\$50				\$ 40	\$ 10
Various	Exempt		RW						\$ -	\$ -
n/a	STP	4/5/2018	CN				\$1,576		\$ 1,261	\$ 315
Grouped Projects (Bridge, culvert and small structure preservation) Bridge thin deck overlays on Contract B-41048. Includes locations outside MPO TIP area.										
SR 61	From 0.14 mi S of I-64 to 0.88 mi N of SR-68		PE		\$138				\$ 110	\$ 28
1800176	Exempt		RW					\$30	\$ 24	\$ 6
0.88	STBG	7/13/2018	CN					\$721	\$ 577	\$ 144
Grouped Project (Pavement Preservation) HMA Overlay, Preventative Maintenance										
SR 62, SR 68	1.86 mi. E of E Jct. of SR 61		PE						\$ -	\$ -
1500052	Exempt		RW	\$139					\$ 111	\$ 28
n/a	NHPP		CN			\$591			\$ 473	\$ 118
Small structure replacement. Includes Des# 1400157 0.08 mi. W of SR 61										
I-64	Over Pokeberry Creek, 1.62 mi. W of SR 161		PE						\$ -	\$ -
1601852	Exempt		RW						\$ -	\$ -
n/a	NHPP		CN	\$156					\$ 140	\$ 16
Scour protection (includes Des# 1601853)										



Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
I-64	0.24 mi.E of SR 161 Overpass		PE						\$ -	\$ -
1500515	Exempt		RW						\$ -	\$ -
n/a	NHPP	8/3/2017	CN	\$452					\$ 407	\$ 45
Small structure replacement.										
I-64	Over Plum Creek, 3.92 mi W of SR 61, EBL & WBL		PE		\$289				\$ 260	\$ 29
1593068	Exempt		RW						\$ -	\$ -
n/a	NHPP	8/9/2018	CN					\$3,646	\$ 3,281	\$ 365
Replace Superstructure. Includes Des# 1593069										
I-64, SR 61	Various locations (Grouped Project)		PE						\$ -	\$ -
1600108	Exempt		RW						\$ -	\$ -
n/a	NHPP, STP	7/26/2017	CN		\$912				\$ 761	\$ 151
Grouped Projects (Bridge, culvert and small structure preservation) Small structure pipe lining at various locations on I-64 and SR 61. Includes Des# 1600126-28										
I-64 & SR 68	Various locations (Grouped Project)		PE		\$838				\$ 694	\$ 144
Various	Exempt		RW						\$ -	\$ -
n/a	NHPP, STBG	4/5/2018	CN				\$3,214		\$ 2,642	\$ 572
Grouped Projects (Bridge, culvert and small structure preservation) Bridge deck overlays on Contract B-41059. Includes locations outside MPO TIP area.										
I-64, I-69	Various locations (Grouped Project)		PE	\$130					\$ 117	\$ 13
1592802	Exempt		RW						\$ -	\$ -
n/a	NHPP	7/13/2017	CN	\$2,057					\$ 1,851	\$ 206
Grouped Projects (Bridge, culvert and small structure preservation) I-64 over Pigeon Creek & Erie Canal, I-64 over Indiana Southern RR, Includes Des#s 1592803-05, 1701456, I-69 1.27 mi. E to 4.65 mi. E of US 41 intersection										
SR 66	Intersection with SR 261		PE						\$ -	\$ -
1500063			RW						\$ -	\$ -
0.28 mi.	NHPP		CN		\$30	\$832			\$ 690	\$ 172
Intersection improvement, construct turn lane										
SR 66	0.6 mi. E of SR 261 at Casey Rd.		PE						\$ -	\$ -
1601444			RW						\$ -	\$ -
0.11 mi.	NHPP		CN	\$220					\$ 176	\$ 44
Intersection improvement, construct auxiliary lanes (accel/decel/turn)										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
SR 66	0.16 mi. E of I-69 at Epworth Rd.		PE	\$300					\$ 240	\$ 60
1400195			RW			\$256			\$ 205	\$ 51
1.081 mi.	NHPP		CN			\$175	\$3,129		\$ 2,643	\$ 661
Other intersection improvement										
SR 66	From 2.2 mi. E of SR 61 to US 231		PE	\$414					\$ 331	\$ 83
1592783	Exempt		RW						\$ -	\$ -
15.91 mi.	NHPP		CN			\$5,681			\$ 4,545	\$ 1,136
Grouped Projects (Pavement Preservation) Pavement HMA Overlay, preventive maintenance.										
SR 66	Various locations (Grouped Project)		PE						\$ -	\$ -
1600176	Exempt		RW						\$ -	\$ -
7.635 mi.	NHPP		CN		\$9,328				\$ 7,462	\$ 1,866
Grouped Projects (Pavement Preservation) PCCP cleaning and sealing joints on SR 66 (From US 41 to 0.20 mi. E of SR 261) and SR 62 (From US 41 to just east of I-69). Includes Des# 1600177										
SR 68	From SR 65 to SR 57		PE	\$484					\$ 415	\$ 69
1602256	Exempt	3/9/2018	RW						\$ -	\$ -
	NHPP/STP		CN			\$3,232			\$ 2,820	\$ 412
Grouped Projects (Bridge, culvert and small structure preservation) SR 68 over Old Pigeon Creek, 1.56 mi. E of SR 57, SR 68 over Bass Ditch, 5.05 mi. W of SR 161, I-64 over CR 400E/Folsomville Rd, 7.03 mi. W of SR 161, I-64 over Pigeon Creek/Erie Canal, 2.82 mi. E of I-69/SR57, SR 68 over Moore Ditch, 0.275 mi. W of SR 161. Includes Des#s 1700052-53, 1700006, 1700937, 1700975.										
SR 68	From SR 65 to SR 57		PE						\$ -	\$ -
1592785	Exempt		RW						\$ -	\$ -
12.533 mi.	NHPP		CN	\$3,028					\$ 2,422	\$ 606
Grouped Projects (Pavement Preservation) Pavement HMA Overlay, preventive maintenance.										
SR 68	Various locations (Grouped Project)		PE						\$ -	\$ -
1593067	Exempt		RW		\$15				\$ 12	\$ 3
n/a	STP		CN				\$1,902		\$ 1,522	\$ 380
Grouped Projects over Pigeon Creek Overflow, 2.08 mi. E of SR 57 (bridge replacement, other construction). Includes Des# 1593066 over Simpson Branch, 2.33 mi. E of SR 61										
SR 68	4.01 mi W Jct. SR 61		PE	\$124					\$ 99	\$ 25
1700970	Exempt	3/9/2018	RW						\$ -	\$ -
n/a	STBG		CN			\$411			\$ 329	\$ 82
Grouped Projects (Bridge, culvert and small structure preservation) Small structure pipe lining.										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
SR 68	Over Wallace Creek, 0.95 mi E of SR 161		PE	\$185					\$ 148	\$ 37
1700167	Exempt	4/12/2018	RW			\$30			\$ 24	\$ 6
n/a	STBG		CN					\$788	\$ 630	\$ 158
Bridge replacement										
SR 161	From E jct with SR 62 to W jct with SR 68		PE						\$ -	\$ -
1592941	Exempt		RW						\$ -	\$ -
10.129 mi.	STP		CN			\$4,043			\$ 3,234	\$ 809
Pavement HMA Overlay, structural.										
SR 161	Various locations (Grouped Project)		PE		\$519				\$ 415	\$ 104
1700170	Exempt		RW			\$18			\$ 14	\$ 4
n/a	STBG	3/9/2018	CN					\$2,030	\$ 1,624	\$ 406
Grouped Projects (Bridge, culvert and small structure preservation) SR 161, 10.46 mi. N Jct. SR 66. Includes Des# 1701058, SR 62 3.57 mi. E of W Jct SR 161; Des# 1702071, SR 62, 4.79 mi. E SR 161; Des#1702072, SR 62, 3.88 mi. E of W Jct SR 161.										
SR 261, 61, 62	Various Locations		PE	\$210					\$ 168	\$ 42
1592969	Exempt		RW						\$ -	\$ -
0.50, 4.821 mi.	STP		CN		\$1,210	\$1,488			\$ 2,158	\$ 540
Grouped Projects (Pavement Preservation) Pavement HMA Overlay, preventive maintenance. SR 261 from 2.92 mi. N of SR 66 to SR 62, SR 61 from W Jct of SR 62 to Jct SR 62, SR 62 from E. jct. of SR 61 to E. corp. limits of Boonville. Includes Des# 1600166, 1592973										
SR 662	From I-69 to Ellerbusch Rd.		PE	\$50					\$ 40	\$ 10
1701206	Exempt	3/9/2018	RW						\$ -	\$ -
1.55 mi.	STBG		CN			\$862			\$ 690	\$ 172
Grouped Projects (Pavement Preservation) Pavement HMA Overlay, preventive maintenance.										
Various	Various routes within Vincennes District		PE						\$ -	\$ -
1700390	Exempt		RW						\$ -	\$ -
n/a	STP		CN	\$454					\$ 409	\$ 45
High friction surface treatments (HFST) applied to pavements in critical locations. Various locations in Warrick, Dubois, Lawrence, Gibson, Pike, Crawford, Martin and Lawrence Counties.										
Various	Various locations within the Vincennes District		PE						\$ -	\$ -
1602160	Exempt		RW						\$ -	\$ -
n/a	STBG	7/13/2018	CN		\$212				\$ 191	\$ 21
Grouped Projects (Signing, marking, striping and rumble strips) District Pavement Marking Project, RPMs.)										

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits			All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference	Map ID	Phase	2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Various	Various locations within the Vincennes District		PE						\$ -	\$ -
1801942	Exempt	9/18/2018	RW						\$ -	\$ -
n/a	STBG		CN		\$1,000				\$ -	\$ 1,000
Grouped Projects (Pavement Preservation) Patch and Rehab Pavement. Contract RS-41677										
Various	Various locations within the Vincennes District		PE						\$ -	\$ -
1801943	Exempt	9/18/2018	RW						\$ -	\$ -
n/a	n/a		CN		\$1,000				\$ 800	\$ 200
Grouped Projects (Bridge, culvert and small structure preservation) District Wide Bridge Maintenance Contract B-41678										
Various	Various locations: Rural Int. Conflict Warning Syst.		PE						\$ -	\$ -
1802984	Exempt		RW						\$ -	\$ -
n/a	HSIP	2/14/2019	CN			\$3,000			\$ 2,700	\$ 300
Contract 41864; Intersestion Improvements - Statewide Rural Intersection Conflict Warning System (RICWS).										
Various	Various Counties: Survey Equipment & Software		PE						\$ -	\$ -
1900007	Exempt		RW						\$ -	\$ -
n/a	STBG	2/14/2019	CN		\$1,417				\$ 1,134	\$ 283
Purchase of survey equipment and software.										
Various	Various Counties: INDOT Drone		PE						\$ -	\$ -
1900008	Exempt		RW						\$ -	\$ -
n/a	STBG	2/14/2019	CN		\$17				\$ 14	\$ 3
Purchase of drone to monitor existing assets.										
Various	Various Counties: ISP Drones		PE						\$ -	\$ -
1900010	Exempt		RW						\$ -	\$ -
n/a	STBG	2/14/2019	CN		\$75				\$ 60	\$ 15
Purchase of drones to monitor existing assets.										
Various	Various Counties: ISP Survey Equipment & Software		PE						\$ -	\$ -
1900144	Exempt		RW						\$ -	\$ -
n/a	STBG	2/14/2019	CN		\$215				\$ 172	\$ 43
Purchase of survey equipment and software.										
Various	Various Locations: On-Call Consultant Review		PE			\$2,100	\$2,100	\$4,200	\$ 6,720	\$ 1,680
1802826	Exempt		RW						\$ -	\$ -
n/a	STBG	2/14/2019	CN						\$ -	\$ -
Statewide on-call consultant review contract.										



Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Various	Various locations within the Vincennes District		PE						\$ -	\$ -
1900534	Exempt		RW						\$ -	\$ -
n/a	STBG	2/25/2019	CN		\$3,374				\$ 2,699	\$ 675
Grouped Projects (Pavement Preservation) Patch and Rehab Pavement. Contract RS-41966										
Various	Various locations within the Vincennes District		PE						\$ -	\$ -
1900536	Exempt		RW						\$ -	\$ -
n/a	STBG	2/25/2019	CN		\$2,622				\$ 2,098	\$ 524
Grouped Projects (Pavement Preservation) Patch and Rehab Pavement. Contract RS-41968										
Various	Various Locations Statewide		PE			\$1,156		\$577	\$ 1,560	\$ 173
1900554	Exempt		RW						\$ -	\$ -
n/a	HSIP	4/11/2019	CN						\$ -	\$ -
Statewide HELPERS program performed by LTAP										
Grouped Projects	Various									
Various	Various locations: See grouped projects summary and table at end of all project listings									
			PE	\$ 13,402	\$ 6,494	\$ 3,524	\$ 2,250	\$ 4,777	\$ 25,268	\$ 5,179
			RW	\$ 164	\$ 15	\$ 389	\$ -	\$ 790	\$ 1,086	\$ 272
			CN	\$ 20,158	\$ 48,358	\$ 41,493	\$ 11,984	\$ 35,344	\$ 127,903	\$ 29,434
			Total	\$ 33,724	\$ 54,867	\$ 45,406	\$ 14,234	\$ 40,911	\$ 154,258	\$ 34,884
			Federal	\$ 27,776	\$ 44,898	\$ 36,975	\$ 11,458	\$ 33,151	\$ 154,258	
			State	\$ 5,948	\$ 9,969	\$ 8,431	\$ 2,776	\$ 7,760		\$ 34,884

Table 11: TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation/Kentucky Transportation Cabinet										
Route	Project Limits		Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference	Map ID		2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Vanderburgh/Henderson County										
PR 69	I-69 Ohio River Crossing (ORX) in		PL - KY						\$ -	\$ -
	Evansville, IN to I-69 south of		PE - IN	\$3,466	\$3,092				\$ 5,246	\$ 1,312
	Henderson, KY		PE - KY						\$ -	\$ -
	1601700/ 02-1088.1	MTP 2040: 35-ORC		RW - IN					\$ -	\$ -
				RW - KY	\$20,000				\$ 20,000	\$ -
n/a	STP, NHPP	8/3/2017	UT - KY		\$15,000				\$ 15,000	\$ -
			CN - IN					\$1,200,000-	\$ -	\$ -
			CN - KY					\$1,600,000	\$ -	\$ -
			Develop route/alignment for Interstate 69. Note: A soft match for currently programmed KY project costs will be provided with KY toll credits							
			PL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			PE	\$ 3,466	\$ 3,092	\$ -	\$ -	\$ -	\$ 5,246	\$ 1,312
			RW	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -
			UT - KY	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	\$ -
			CN	\$ -	\$ -	\$ -	\$ -	\$1,200,000- \$1,600,000	\$ -	\$ -
								\$1,200,000-		
			Total	\$ 23,466	\$ 18,092	\$ -	\$ -	\$1,600,000	\$ 40,246	\$ 1,312
			Federal	\$ 22,773	\$ 17,474			*	\$ 40,246	
			IN	\$ 693	\$ 618			*		\$ 1,312
			KY	\$ -	\$ -			*		\$ -

\* KYTC and INDOT will be addressing the specifics of financing opportunities for future phases of the ORC project through the preliminary phase of project development.

Table 11: TIP Projects Listing Cont.

Sponsor: City of Evansville										
Route	Project Limits	Map ID Amendment/ Modification Date	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Des#	Planning Reference Federal Funding Source			2018	2019	2020	2021			
Length:										
Description:										
<b>City Engineer</b>										
Covert Ave.	US 41 to I-69		PE						\$ -	\$ -
1383064		1	RW	\$350	\$760				\$ 888	\$ 222
5.0 mi.	STP-U/CMAQ/HSIP	3/9/2018	CN			\$4,290			\$ 3,432	\$ 858
Road diet conversion to three lanes and sidewalk improvements										
Riverside Dr	Second St to Shawnee Dr		PE		\$100				\$ 80	\$ 20
1801827			RW						\$ -	\$ -
n/a	STBG-U	9/13/2018	CN						\$ -	\$ -
Operational analysis of the corridor and adjacent network										
Second St.	Intersection of Washington Ave		PE						\$ -	\$ -
1383066		2	RW						\$ -	\$ -
n/a	STP-U	8/9/2018	CN			\$1,870			\$ 1,375	\$ 495
Intersection and safety improvements. Includes Des# 1901534.										
Second St.	Intersection of Parrett St./Jefferson Ave.		PE					\$110	\$ 88	\$ 22
1801725		2	RW					\$73	\$ 58	\$ 15
n/a	STP-U/CMAQ	8/9/2018	CN					\$1,590	\$ 1,272	\$ 318
Intersection and safety improvements.										
Weinbach Ave.	Walnut St. to Pollack Ave.		PE						\$ -	\$ -
1383065		3	RW						\$ -	\$ -
1.75 mi.	HSIP/STP-U/CMAQ		CN		\$2,829				\$ 2,546	\$ 283
Road diet conversion to three lanes and sidewalk improvements										
Walnut St.	US 41 to Weinbach Ave.		PE	\$500	\$1,081				\$ 1,265	\$ 316
1700400		4	RW		\$50				\$ 40	\$ 10
0.75 mi.	STP-U/CMAQ	1/11/18, 8/9/18	CN			\$2,976			\$ 2,381	\$ 595
Road diet reconstruction and multimodal corridor										
Walnut St.	Martin Luther King Jr. Blvd. to US 41		PE						\$ -	\$ -
1801726		4	RW		\$500				\$ 400	\$ 100
1.3 mi.	STP-U/CMAQ	8/9/2018	CN				\$6,205		\$ 4,964	\$ 1,241
Road diet reconstruction and multimodal corridor										

Table 11: TIP Projects Listing Cont.

Sponsor: City of Evansville										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Walnut St.	Weinbach Ave. to Vann Ave.		PE						\$ -	\$ -
1801727		4	RW		\$450				\$ 360	\$ 90
0.95 mi.	STP-U/CMAQ	8/9/2018	CN				\$3,153		\$ 2,522	\$ 631
Road diet reconstruction and multimodal corridor										
Department of Transportation & Services										
Various Locations	City of Evansville		PE	\$76					\$ 50	\$ 26
1601824			RW						\$ -	\$ -
n/a	HSIP	3/9/2018	CN			\$829			\$ 761	\$ 68
Sign inventory program to address federal retroreflectivity requirements										
Various Locations	City of Evansville		PE			\$50			\$ -	\$ 50
1802795			RW						\$ -	\$ -
n/a	STBG-U	3/15/2019	CN				\$497		\$ 362	\$ 135
Replace 8" signal heads with 12" signal heads in the Evansville signal system										
Green River Rd.	Bellemeade Ave. to Covert Ave.		PE			\$120			\$ -	\$ 120
1802798			RW						\$ -	\$ -
n/a	STBG-U	3/14/2019	CN				\$1,395		\$ 1,022	\$ 373
Signal modernization on Green River Rd. and a portion of Washington Ave. (from Green River Rd. to Erie )										
Various Locations	Green River Rd. at Vogel Rd; First Ave. at Mill Rd.		PE			\$40			\$ -	\$ 40
1802793			RW						\$ -	\$ -
n/a	STBG-U	3/14/2019	CN					\$387	\$ 310	\$ 77
Signal modernization at Green River Rd. and Vogel Rd. and at First Ave. and Mill Rd.										
Fire Department										
Various Locations	City of Evansville		PE			\$382			\$ 344	\$ 38
1801969			RW						\$ -	\$ -
n/a	HSIP	3/14/2019	CN				\$4,432		\$ 3,960	\$ 472
Signal preemption project for the signal system in the City of Evansville fire department service area.										



Table 11: TIP Projects Listing Cont.

Sponsor: City of Evansville										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Department of Parks and Recreation										
Pigeon Creek Grnwy. Riverside Dr. to Walnut St.			PE						\$ -	\$ -
1006085		5	RW						\$ -	\$ -
1.5 mi.	State TAP/EMPO TAP/CMAQ		CN	\$1,894					\$ 1,515	\$ 379
Greenway trail along Hi Rail Corridor										
Pigeon Creek Grnwy. Heidlebach Ave. to Stringtown Rd.			PE						\$ -	\$ -
1006084		6	RW						\$ -	\$ -
0.40 mi.	STP/TAP/CMAQ		CN		\$1,115				\$ 892	\$ 223
Mid Levee bike and pedestrian improvements										
			PE	\$ 576	\$ 1,181	\$ 592	\$ -	\$ 110	\$ 1,827	\$ 632
			RW	\$ 350	\$ 1,760	\$ -	\$ -	\$ 73	\$ 1,746	\$ 437
			CN	\$ 1,894	\$ 3,944	\$ 9,965	\$ 15,682	\$ 1,977	\$ 27,314	\$ 6,148
			Total	\$ 2,820	\$ 6,885	\$ 10,557	\$ 15,682	\$ 2,160	\$ 30,887	\$ 7,217
			Federal	\$ 2,245	\$ 5,791	\$ 8,293	\$ 12,830	\$ 1,728	\$ 30,887	
			Local	\$ 575	\$ 1,094	\$ 2,264	\$ 2,852	\$ 432		\$ 7,217

# transportation improvement program 2018-2021

Table 11: TIP Projects Listing Cont.

Sponsor: Vanderburgh County											
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share	Local Share
Des#	Planning Reference			2018	2019	2020	2021				
Length:	Federal Funding Source	Amendment/ Modification Date									
Description:											
Green River Road	Kansas Rd. to Boonville - New Harmony Rd.		PE						\$ -	\$ -	\$ -
1400549	MTP 2040: 22-6	8	RW						\$ -	\$ -	\$ -
1.5 mi.	STP-U/CMAQ	5/25/2018	CN		\$7,607				\$ 6,086	\$ -	\$ 1,521
Reconstruction to three lanes.											
Green River Road	Environmental Mitigation Site		PE						\$ -	\$ -	\$ -
1702432	MTP 2040: 22-6		RW						\$ -	\$ -	\$ -
n/a	STP-U	5/25/2018	CN		\$305				\$ 154	\$ -	\$ 151
Mitigation for Green River Road project, Des# 1400549											
Columbia Street	Bridge over Pigeon Creek		PE						\$ -	\$ -	\$ -
1592156		9	RW						\$ -	\$ -	\$ -
n/a	STP-U	3/9/2018	CN			\$3,375			\$ 2,700	\$ -	\$ 675
Bridge rehabilitation											
Bridge Inspections	Vanderburgh County		PE	\$5	\$171	\$6	\$129		\$ 249	\$ -	\$ 62
Various			RW						\$ -	\$ -	\$ -
n/a	STP-R		CN						\$ -	\$ -	\$ -
Inspection of all county bridges over 20 ft. in length (152) Includes Des# 1382315, 1593021											
Mill Road	Bridge over CSX Railroad, 650' West of Kratzville Rd.		PE		\$550				\$ -	\$ 550	\$ -
1801924			RW			\$200			\$ -	\$ 160	\$ 40
n/a	n/a		CN				\$5,500		\$ -	\$ 4,400	\$ 1,100
Local TRAXX project. New bridge / grade separation											
Oak Hill Road	From Lynch Rd to Eastwood Dr		PE						\$ -	\$ -	\$ -
n/a	MTP 2045 25-8		RW						\$ -	\$ -	\$ -
n/a	n/a	6/13/2019	CN				\$8,450		\$ -	\$ -	\$ 8,450
Road reconstruciton project to add center left turn lane, bike lanes, and sidewalk on eastside of corridor.											
			PE	\$ 5	\$ 721	\$ 6	\$ 129	\$ -	\$ 249	\$ 550	\$ 62
			RW	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ 160	\$ 40
			CN	\$ -	\$ 7,912	\$ 3,375	\$ 13,950	\$ -	\$ 8,940	\$ 4,400	\$ 11,897
			<b>Total</b>	<b>\$ 5</b>	<b>\$ 8,633</b>	<b>\$ 3,581</b>	<b>\$ 14,079</b>	<b>\$ -</b>	<b>\$ 9,189</b>	<b>\$ 5,110</b>	<b>\$ 11,999</b>
			<b>Federal</b>	<b>\$ 4</b>	<b>\$ 6,377</b>	<b>\$ 2,705</b>	<b>\$ 103</b>	<b>\$ -</b>	<b>\$ 9,189</b>		
			<b>State</b>	<b>\$ -</b>	<b>\$ 550</b>	<b>\$ 160</b>	<b>\$ 4,400</b>	<b>\$ -</b>		<b>\$ 5,110</b>	
			<b>Local</b>	<b>\$ 1</b>	<b>\$ 1,706</b>	<b>\$ 716</b>	<b>\$ 9,576</b>	<b>\$ -</b>			<b>\$ 11,999</b>

Table 11: TIP Projects Listing Cont.

Sponsor: Warrick County										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Oak Grove Road	Section 3: Bell Rd. to SR 261		PE						\$ -	\$ -
0500641	MTP 2040: 22-10	10	RW						\$ -	\$ -
1.25 mi.	STP-U/CMAQ		CN	\$5,492					\$ 4,394	\$ 1,098
Widen to an improved two-lane facility										
Bridge Inspections	Warrick County		PE	\$192	\$19	\$192	\$19		\$ 338	\$ 84
Various			RW						\$ -	\$ -
n/a	STP-R		CN						\$ -	\$ -
Inspection of all county bridges over 20 ft. in length (115). Includes Des# 1593023										
Shilo Road	Bridge #113		PE	\$261					\$ 209	\$ 52
1600739		13	RW		\$50				\$ 40	\$ 10
0.5 mi.	STP-R	11/2/17, 9/13/18	CN					\$1,344	\$ 920	\$ 424
Bridge replacement										
Vann Rd./Casey Rd.	Vann (SR 261-Casey), Casey (Oak Grove to S. of Vann)		PE	\$56					\$ 45	\$ 11
1592154		11	RW		\$70				\$ 56	\$ 14
1.33 mi.	TAP/CMAQ	3/9/2018	CN				\$1,394		\$ 1,115	\$ 279
Trail construction along Vann Road and Casey Road										
Bell Road	High Point Dr. to Telephone Rd.		PE						\$ -	\$ -
1401384	MTP 2040: 22-8, 35-13	12	RW	\$175	\$825				\$ 800	\$ 200
1.8 mi.	STP		CN			\$6,238			\$ 4,990	\$ 1,248
Road widening, added travel lanes, shoulders, bike and pedestrian accommodations, curb/gutter and drainage improvements										
Myers Road	Bridge #110		PE			\$395			\$ 316	\$ 79
1802906		3/14/2019	RW						\$ -	\$ -
n/a	STBG-R		CN						\$ -	\$ -
Bridge replacement on Myers Road 0.42 miles West of Bullocktown Road										
			PE	\$ 509	\$ 19	\$ 587	\$ 19	\$ -	\$ 907	\$ 227
			RW	\$ 175	\$ 945	\$ -	\$ -	\$ -	\$ 896	\$ 224
			CN	\$ 5,492	\$ -	\$ 6,238	\$ 1,394	\$ 1,344	\$ 11,419	\$ 3,049
<b>Total</b>				<b>\$ 6,176</b>	<b>\$ 964</b>	<b>\$ 6,825</b>	<b>\$ 1,413</b>	<b>\$ 1,344</b>	<b>\$ 13,222</b>	<b>\$ 3,500</b>
<b>Federal</b>				<b>\$ 4,941</b>	<b>\$ 771</b>	<b>\$ 5,460</b>	<b>\$ 1,130</b>	<b>\$ 920</b>	<b>\$ 13,222</b>	
<b>Local</b>				<b>\$ 1,235</b>	<b>\$ 193</b>	<b>\$ 1,365</b>	<b>\$ 283</b>	<b>\$ 424</b>		<b>\$ 3,500</b>

Table 11: TIP Projects Listing Cont.

Sponsor: Town of Newburgh										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Rivertown Trail Ph. 3A	Yorkshire Dr. to Pollack Ave/Old SR 662W		PE						\$ -	\$ -
0710850		7	RW						\$ -	\$ -
0.55 mi.	State TAP/MPO TAP/CMAQ	3/9/2018	CN		\$1,000				\$ 800	\$ 200
Multi-use trail construction										
			PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			CN	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 800	\$ 200
			<b>Total</b>	<b>\$ -</b>	<b>\$ 1,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 800</b>	<b>\$ 200</b>
			<b>Federal</b>	<b>\$ -</b>	<b>\$ 800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 800</b>	
			<b>Local</b>	<b>\$ -</b>	<b>\$ 200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 200</b>



Table 11: TIP Projects Listing Cont.

Sponsor: City of Boonville										
Route	Project Limits	Map ID Amendment/ Modification Date	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Des#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source									
Description:										
Third St.	Sycamore St.to 460 ft. past Olive St.		PE	\$ 696					\$ 557	\$ 139
1600891		14	RW		\$ 548				\$ 438	\$ 110
0.68 mi.	STP-R	11/2/17, 9/13/18	CN					\$ 3,100	\$ 2,176	\$ 924
Road rehabilitation										
			PE	\$ 696	\$ -	\$ -	\$ -	\$ -	\$ 557	\$ 139
			RW	\$ -	\$ 548	\$ -	\$ -	\$ -	\$ 438	\$ 110
			CN	\$ -	\$ -	\$ -	\$ -	\$ 3,100	\$ 2,176	\$ 924
			<b>Total</b>	<b>\$ 696</b>	<b>\$ 548</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,100</b>	<b>\$ 3,171</b>	<b>\$ 1,173</b>
			<b>Federal</b>	<b>\$ 557</b>	<b>\$ 438</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,176</b>	<b>\$ 3,171</b>	
			<b>Local</b>	<b>\$ 139</b>	<b>\$ 110</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 924</b>		<b>\$ 1,173</b>

Table 11: TIP Projects Listing Cont.

Sponsor: Metropolitan Evansville Transit System (METS) / City of Evansville									
Project		Funding Source	All amounts in thousands				Federal Share	State Share	Local Share
Des#			2018	2019	2020	2021			
Federal/State Funding Source	Amendment/ Modification Date								
Description:									
Operating Assistance	7/13/17, 3/25/19	<b>Total</b>	<b>\$5,350</b>	<b>\$5,400</b>	<b>\$5,450</b>	<b>\$5,500</b>	<b>\$ 1,800</b>	<b>\$ 8,873</b>	<b>\$ 11,027</b>
1700614 (FY 2018) 1802812 (2019)		5307	\$600	\$0	\$600	\$600	\$ 1,800	\$ -	\$ -
Section 5307/PMTF (INDOT)		PMTF	\$2,208	\$2,239	\$2,212	\$2,214	\$ -	\$ 8,873	\$ -
		Local	\$2,542	\$3,161	\$2,638	\$2,686	\$ -	\$ -	\$ 11,027
Operating assistance using FTA Section 5307 and INDOT PMTF funds.									
Capital Assistance	7/13/17, 3/25/19	<b>Total</b>	<b>\$2,188</b>	<b>\$2,535</b>	<b>\$2,288</b>	<b>\$2,338</b>	<b>\$ 5,909</b>	<b>\$ -</b>	<b>\$ 3,235</b>
1700612 (FY 2018) 1802811 (2019)		5307	\$1,311	\$1,823	\$1,372	\$1,403	\$ 5,909	\$ -	\$ -
Section 5307		5339		\$205			\$ 205	\$ -	\$ -
		Local	\$877	\$507	\$916	\$935	\$ -	\$ -	\$ 3,235
Capital Assistance includes Preventive Maintenance activities.									
Planning Assistance	7/13/2017	<b>Total</b>	<b>\$13</b>	<b>\$13</b>	<b>\$13</b>	<b>\$13</b>	<b>\$ 40</b>	<b>\$ -</b>	<b>\$ 12</b>
1700613 (FY 2018)		5307	\$10	\$10	\$10	\$10	\$ 40	\$ -	\$ -
Section 5307		Local	\$3	\$3	\$3	\$3	\$ -	\$ -	\$ 12
Planning Assistance paid to the MPO for administration of grants and other planning activities.									
Fixed Route Bus	7/13/17, 3/25/19	<b>Total</b>		<b>\$330</b>			<b>\$ 264</b>	<b>\$ -</b>	<b>\$ 66</b>
1700393 (2018), 1802811 (2019)		5307		\$22			\$ 22	\$ -	\$ -
Section 5339/CMAQ		5339		\$242			\$ 242	\$ -	\$ -
		Local		\$66			\$ -	\$ -	\$ 66
Acquisition of one fixed route transit bus. (Approximately \$433,000/bus)									
Paratransit Bus	3/25/19	<b>Total</b>	<b>\$110</b>	<b>\$229</b>	<b>\$110</b>	<b>\$110</b>	<b>\$ 447</b>	<b>\$ -</b>	<b>\$ 112</b>
1801339 (FY 2018) 1802811 (2019)		5310	\$88	\$183	\$88	\$88	\$ 447	\$ -	\$ -
Section 5310		Local	\$22	\$46	\$22	\$22	\$ -	\$ -	\$ 112
Acquisition of one paratransit bus.									

Table 11: TIP Projects Listing Cont.

Sponsor: Metropolitan Evansville Transit System (METS) / City of Evansville									
Project		Funding Source	All amounts in thousands				Federal Share	State Share	Local Share
Des#			2018	2019	2020	2021			
Federal/State Funding Source	Amendment/ Modification Date								
Description:									
Sunday Service Operating Assistance	7/13/17, 2/13/18	Total	\$335	\$335			\$ 536	\$ -	\$ 134
1601220 (FY 2018-2019)		CMAQ	\$268	\$268			\$ 536	\$ -	\$ -
CMAQ		Local	\$67	\$67			\$ -	\$ -	\$ 134
Operating assistance for Sunday Service in 2018-2019 using CMAQ funds.									
Lynch/Walnut Evening Service Operating Assistance	3/8/2018	Total	\$100	\$100			\$ 160	\$ -	\$ 40
1601223 (FY 2018-2019)		CMAQ	\$80	\$80			\$ 160	\$ -	\$ -
CMAQ		Local	\$20	\$20			\$ -	\$ -	\$ 40
Operating assistance for Lynch/Walnut Evening Service in 2018-2019 using CMAQ funds.									
		5307	\$ 1,921	\$ 1,855	\$ 1,982	\$ 2,013	\$ 7,771	\$ -	\$ -
		5339	\$ -	\$ 447	\$ -	\$ -	\$ 447	\$ -	\$ -
		5310	\$ 88	\$ 183	\$ 88	\$ 88	\$ 447	\$ -	\$ -
		CMAQ	\$ 348	\$ 348	\$ -	\$ -	\$ 696	\$ -	\$ -
		PMTF	\$ 2,208	\$ 2,239	\$ 2,212	\$ 2,214	\$ -	\$ 8,873	\$ -
		Local	\$ 3,531	\$ 3,870	\$ 3,579	\$ 3,646	\$ -	\$ -	\$ 14,626
		Total	\$ 8,096	\$ 8,942	\$ 7,861	\$ 7,961	\$ 9,361	\$ 8,873	\$ 14,626
		Federal	\$ 2,357	\$ 2,833	\$ 2,070	\$ 2,101	\$ 9,361		
		State	\$ 2,208	\$ 2,239	\$ 2,212	\$ 2,214		\$ 8,873	
		Local	\$ 3,531	\$ 3,870	\$ 3,579	\$ 3,646			\$ 14,626

Table 11: TIP Projects Listing Cont.

Sponsor: Henderson Area Rapid Transit (HART) / City of Henderson									
Project Federal/State Funding Source Description:	Amendment/ Modification Date	Funding Source	All amounts in thousands				Federal Share	State Share	Local Share
			2018	2019	2020	2021			
Operating Assistance		<b>Total</b>	<b>\$820</b>	<b>\$833</b>	<b>\$846</b>	<b>\$859</b>	<b>\$ 970</b>	<b>\$ -</b>	<b>\$ 2,388</b>
Section 5307		5307	\$235	\$240	\$245	\$250	\$ 970	\$ -	\$ -
		Local	\$585	\$593	\$601	\$609	\$ -	\$ -	\$ 2,388
Operating assistance using FTA Section 5307 funds.									
Capital Assistance		<b>Total</b>	<b>\$603</b>	<b>\$644</b>	<b>\$627</b>	<b>\$639</b>	<b>\$ 2,023</b>	<b>\$ 245</b>	<b>\$ 315</b>
Section 5307/5339/KYTC/Toll Credits (5307 & 5339)		5307	\$464	\$528	\$477	\$484	\$ 1,953	\$ -	\$ -
		5339		\$70			\$ 70	\$ -	\$ -
	3/14/2019	KYTC	\$60	\$58	\$63	\$64	\$ -	\$ 245	\$ -
		Local	\$79	\$58	\$87	\$91	\$ -	\$ -	\$315
Capital Assistance includes preventative maintenance, ADA complimentary paratransit service, and other capital projects.									
Planning Assistance		<b>Total</b>	<b>\$13</b>	<b>\$13</b>	<b>\$13</b>	<b>\$13</b>	<b>\$ 40</b>	<b>\$ -</b>	<b>\$ 12</b>
Section 5307		5307	\$10	\$10	\$10	\$10	\$ 40	\$ -	\$ -
		Local	\$3	\$3	\$3	\$3	\$ -	\$ -	\$ 12
Planning Assistance paid to the MPO for administration of grants and other planning activities.									
Fixed Route Bus		<b>Total</b>		<b>\$140</b>		<b>\$125</b>	<b>\$ 240</b>	<b>\$ 12</b>	<b>\$ 13</b>
Section 5339/ Toll Credits (5339)		5339		\$140		\$100	\$ 240	\$ -	\$ -
	3/14/2019	KYTC		\$0		\$12	\$ -	\$ 12	\$ -
		Local		\$0		\$13	\$ -	\$ -	\$13
Acquisition of fixed route transit bus(es).									
Paratransit Bus		<b>Total</b>			<b>\$136</b>		<b>\$ 109</b>	<b>\$ 13</b>	<b>\$ 14</b>
Section 5310		5310			\$109		\$ 109	\$ -	\$ -
		KYTC			\$13		\$ -	\$ 13	\$ -
		Local			\$14		\$ -	\$ -	\$ 14
Acquisition of paratransit bus(es).									
		5307	\$ 709	\$ 778	\$ 732	\$ 744	\$ 2,963	\$ -	\$ -
		5339	\$ -	\$ 210	\$ -	\$ 100	\$ 310	\$ -	\$ -
		5310	\$ -	\$ -	\$ 109	\$ -	\$ 109	\$ -	\$ -
		KYTC	\$ 60	\$ 58	\$ 76	\$ 76	\$ -	\$ 270	\$ -
		Local	\$ 667	\$ 654	\$ 705	\$ 716	\$ -	\$ -	\$ 2,742
		<b>Total</b>	<b>\$ 1,436</b>	<b>\$ 1,700</b>	<b>\$ 1,622</b>	<b>\$ 1,636</b>	<b>\$ 3,382</b>	<b>\$ 270</b>	<b>\$ 2,742</b>
		<b>Federal</b>	<b>\$ 709</b>	<b>\$ 988</b>	<b>\$ 841</b>	<b>\$ 844</b>	<b>\$ 3,382</b>		
		<b>State</b>	<b>\$ 60</b>	<b>\$ 58</b>	<b>\$ 76</b>	<b>\$ 76</b>		<b>\$ 270</b>	
		<b>Local</b>	<b>\$ 667</b>	<b>\$ 654</b>	<b>\$ 705</b>	<b>\$ 716</b>			<b>\$ 2,742</b>



Table 11: TIP Projects Listing Cont.

Sponsor: Evansville MPO / Non-Profit Organizations								
Project	Funding Source	All amounts in thousands				Federal Share	State Share	Local Share
Des# Federal Funding Source Description: Amendment/ Modification Date		2018	2019	2020	2021			
Capital Assistance	Total	\$141	\$258	\$95	\$95	\$ 471	\$ -	\$ 118
Various	5310	\$113	\$206	\$76	\$76	\$ 471	\$ -	\$ -
Section 5310	Local	\$28	\$52	\$19	\$19	\$ -	\$ -	\$ 118
Acquisition of paratransit bus or van. (Des#s 1801333, 1801335, 1900553)								
Planning Assistance	Total	\$22	\$22	\$22	\$22	\$ 88	\$ -	\$ -
Various	5310	\$22	\$22	\$22	\$22	\$ 88	\$ -	\$ -
Section 5310	Local	\$0	\$0	\$0	\$0	\$ -	\$ -	\$ -
Administration of 5310 program: includes solicitation of projects and activities as described in the EMPO UPWP. (Des#s 1382029, 1801332)								
	5310	\$ 135	\$ 228	\$ 98	\$ 98	\$ 559	\$ -	\$ -
	Local	\$ 28	\$ 52	\$ 19	\$ 19	\$ -	\$ -	\$ 118
	Total	\$ 163	\$ 280	\$ 117	\$ 117	\$ 559	\$ -	\$ 118
	Federal	\$ 135	\$ 228	\$ 98	\$ 98	\$ 559		
	State	\$ -	\$ -	\$ -	\$ -		\$ -	
	Local	\$ 28	\$ 52	\$ 19	\$ 19			\$ 118

Sponsor: INDOT / Rural Transit								
Project	Funding Source	All amounts in thousands				Federal Share	State Share	Local Share
Des# Federal Funding Source Description: Amendment/ Modification Date		2018	2019	2020	2021			
Operating Assistance	Total			\$3,585	\$3,585	\$ 2,810	\$ -	\$ 4,360
Various	5311			\$1,405	\$1,405	\$ 2,810	\$ -	\$ -
Section 5311	Local			\$2,180	\$2,180	\$ -	\$ -	\$ 4,360
Operating Assistance for SIDC. Des# 1802828, 1802829								
	5311	\$ -	\$ -	\$ 1,405	\$ 1,405	\$ 2,810	\$ -	\$ -
	Local	\$ -	\$ -	\$ 2,180	\$ 2,180	\$ -	\$ -	\$ 4,360
	Total	\$ -	\$ -	\$ 3,585	\$ 3,585	\$ 2,810	\$ -	\$ 4,360
	Federal	\$ -	\$ -	\$ 1,405	\$ 1,405	\$ 2,810		
	State	\$ -	\$ -	\$ -	\$ -		\$ -	
	Local	\$ -	\$ -	\$ 2,180	\$ 2,180			\$ 4,360

Table 11: TIP Projects Listing Cont.

Sponsor: Kentucky Transportation Cabinet										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Item#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
US 41	Intersection with KY 2097		PE	\$150					\$ 150	\$ -
02-9008			RW						\$ -	\$ -
	HSIP	9/7/17, 3/28/18	U						\$ -	\$ -
			CN	\$56					\$ 56	\$ -
Preliminary design and study to determine low cost improvements at this and various other locations in KYTC District 2 (includes four locations outside MPA). Note: A soft match will be provided with KY toll credits. Includes Item number 02-9008.40										
US 41A	Intersection with Richardson Ave., Washington St., 5th St.		PE						\$ -	\$ -
02-9004			RW						\$ -	\$ -
	HSIP		U						\$ -	\$ -
			CN	\$500					\$ 500	\$ -
Intersection improvements at listed cross streets.										
US 60	Over Green River at intersection with KY 1078		PE						\$ -	\$ -
02-1080	MTP 2040: 22-22 (Exempt)		RW	\$600					\$ 600	\$ -
n/a	BRO		U	\$250					\$ 250	\$ -
			CN	\$14,000					\$ 14,000	\$ -
Bridge replacement over Green River. Note: A soft match will be provided with KY toll credits										
US 60	Over Green River at intersection with KY 1078		PE						\$ -	\$ -
02-1080.01	MTP 2040: 22-22 (Exempt)		RW						\$ -	\$ -
n/a	BRO		U						\$ -	\$ -
			CN	\$6,000					\$ 6,000	\$ -
Bridge replacement over Green River. Note: A soft match will be provided with KY toll credits										
US 60	Over Green River at intersection with KY 1078		PE						\$ -	\$ -
02-1080.02	MTP 2040: 22-22 (Exempt)		RW						\$ -	\$ -
n/a	BRO		U						\$ -	\$ -
			CN		\$5,000				\$ 5,000	\$ -
Bridge replacement over Green River. Note: A soft match will be provided with KY toll credits										
US 41	North of the US 60 interchange		PE						\$ -	\$ -
02-913.00			RW						\$ -	\$ -
0.5 mi	HSIP	12/21/2018	U						\$ -	\$ -
			CN	\$220					\$ 220	\$ -
Installation of high friction surface. Grouped Project: Pavement resurfacing, restoration, and rehabilitation.										

Table 11: TIP Projects Listing Cont.

Sponsor: Kentucky Transportation Cabinet										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	State Share
Item#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
CS-1372	Watson Lane from Green River Rd to Sunset Lane		PE		\$400				\$ -	\$ 400
02-382			RW			\$1,400			\$ -	\$ 1,400
1.086 mi.	n/a	7/12/2018	U				\$1,400		\$ -	\$ 1,400
			CN					\$5,000	\$ -	\$ 5,000
Improve safety and reduce congestion on Watson Lane with addition of two-way left turn lane, right turn lanes, and curb and gutter in commercial section.										
US 41A	Various locations		PE						\$ -	\$ -
02-920			RW						\$ -	\$ -
n/a	HSIP	6/13/2019	U						\$ -	\$ -
			CN		\$90				\$ 90	\$ -
Replacement of Targeted Guardrail End Treatments										
US 60	Various locations		PE						\$ -	\$ -
02-994			RW						\$ -	\$ -
n/a	HSIP	6/13/2019	U						\$ -	\$ -
			CN		\$385				\$ 385	\$ -
Replacement of Targeted Guardrail End Treatments										
Grouped Projects	Various locations									
Various	Various: See grouped projects summary at the end of all project listings.									
			PE	\$ 150	\$ 400	\$ -	\$ -	\$ -	\$ 150	\$ 400
			RW	\$ 600	\$ -	\$ 1,400	\$ -	\$ -	\$ 600	\$ 1,400
			U	\$ 250	\$ -	\$ -	\$ 1,400	\$ -	\$ 250	\$ 1,400
			CN	\$ 20,776	\$ 5,475	\$ -	\$ -	\$ 5,000	\$ 26,251	\$ 5,000
			Total	\$ 21,776	\$ 5,875	\$ 1,400	\$ 1,400	\$ 5,000	\$ 27,251	\$ 8,200
			Federal	\$ 21,776	\$ 5,475	\$ -	\$ -	\$ -	\$ 27,251	
			State	\$ -	\$ 400	\$ 1,400	\$ 1,400	\$ 5,000		\$ 8,200

Table 11: TIP Projects Listing Cont.

Sponsor: City of Henderson										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Item#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
Wathen Lane	US 60 to city limits		PE	\$380					\$ 304	\$ 76
02-382	MTP 2040: 22-16 (Exempt)	15	RW					\$750	\$ 600	\$ 150
1.42 mi.	SHN		U						\$ -	\$ -
			CN					\$3,300	\$ 2,640	\$ 660
Upgrade project by widening lanes, adding curb, gutter and sidewalk.										
Wathen Lane			PE						\$ -	\$ -
02-713.00	Exempt	16	RW						\$ -	\$ -
n/a	SHN, TA/TAP	9/13/17, 4/1/19	U	\$25					\$ 20	\$ 5
			CN		\$318				\$ 254	\$ 64
Bridge replacement. Replace existing bridge with box culvert and guardrails.										
North Green River Road	Bend Gate Road to Osage Drive		PE	\$88					\$ 70	\$ 18
02-321		17	RW						\$ -	\$ -
0.45 mi.	TAP	8/29/2017	U						\$ -	\$ -
			CN	\$240					\$ 188	\$ 52
Sidewalk construction										
KYTC Sponsored projects using SHN funds										
US 41	Intersection with KY 812		PE						\$ -	\$ -
02-711.00			RW						\$ -	\$ -
n/a	SHN		U						\$ -	\$ -
			CN	\$950					\$ 950	\$ -
Intersection upgrade. Add dedicated right and left turn lanes and signal updates. Note: A soft match will be provided with KY toll credits										
KY 2183	Intersection with KY 1539 (MP 1.693-1.793)		PE						\$ -	\$ -
02-714.00			RW	\$150					\$ 150	\$ -
0.10 mi.	SHN		U	\$400					\$ 400	\$ -
			CN		\$600				\$ 600	\$ -
Intersection project to improve safety. Note: A soft match will be provided with KY toll credits										



Table 11: TIP Projects Listing Cont.

KYTC Sponsored projects using SHN funds										
Route	Project Limits	Map ID	Phase	All amounts in thousands				Planning/ Cost to Complete	Federal Share	Local Share
Item#	Planning Reference			2018	2019	2020	2021			
Length:	Federal Funding Source	Amendment/ Modification Date								
Description:										
US 41	Intersection with Wolf Hills Road		PE						\$ -	\$ -
02-715.00			RW	\$50					\$ 50	\$ -
n/a	SHN		U	\$100					\$ 100	\$ -
			CN		\$500				\$ 500	\$ -
Intersection project to improve safety. Note: A soft match will be provided with KY toll credits										
			PE	\$ 468	\$ -	\$ -	\$ -	\$ -	\$ 374	\$ 94
			RW	\$ 200	\$ -	\$ -	\$ -	\$ 750	\$ 800	\$ 150
			U	\$ 525	\$ -	\$ -	\$ -	\$ -	\$ 520	\$ 5
			CN	\$ 1,190	\$ 1,418	\$ -	\$ -	\$ 3,300	\$ 5,132	\$ 776
			Total	\$ 2,383	\$ 1,418	\$ -	\$ -	\$ 4,050	\$ 6,826	\$ 1,024
			Federal	\$ 2,232	\$ 1,354	\$ -	\$ -	\$ 3,240	\$ 6,826	
			Local	\$ 151	\$ 64	\$ -	\$ -	\$ 810		\$ 1,024

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### GROUPED PROJECTS

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs (TIPs) allow projects that are not considered to be of appropriate scale for individual identification to be combined or grouped under a single listing. Such listings are grouped by function, work type, and/or geographic area and must be consistent with the exempt project classification contained in the Environmental Protection Agency's Transportation Conformity Regulations (40 CFR part 93). Such projects are usually non-controversial and produce negligible impacts (other than positive benefits for safety, traffic operations, or preservation). Typically, these types of projects are undertaken to correct existing problems/deficiencies, enhance preservation, or improve safety. They may be the result of successful grant applications by local governments or entities.

For the reasons noted above, the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification rather than Amendment simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Evansville MPO are shown in Table 12 (Kentucky Grouped Projects) and Table 13 (Indiana Grouped Projects). The lists were developed cooperatively with KYTC, INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

When projects fitting within a Grouped Project category are identified by INDOT or KYTC, they will be forwarded to the MPO with a commitment of funding (within financially constrained balances available on a statewide level) for inclusion in the TIP. Project information will include estimated costs, type of funds and fiscal year. Fiscal constraint for grouped projects is maintained by the state transportation agency on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Table 12: Kentucky Grouped Projects List

Description (All projects are located in Henderson County)	Illustrative Costs Only (costs in thousands)			
	2018	2019	2020	2021
Pavement resurfacing, restoration, and rehabilitation projects	\$100	\$100	\$100	\$100
Median guardrail/cable projects with no change to access	\$100	\$100	\$100	\$100
Rail crossing protection	\$50	\$50	\$50	\$50
Bridge painting	\$50	\$50	\$50	\$50
Bridge inspections	\$25	\$25	\$25	\$25
Bridge maintenance ( <i>Amended to add project category 1/11/18</i> )	\$100	\$100	\$100	\$100
Commuter ridesharing programs	\$25	\$25	\$25	\$25
Traffic signal system improvements	\$100	\$100	\$100	\$100
Highway signage	\$10	\$10	\$10	\$10
Pavement markers and striping	\$100	\$100	\$100	\$100
Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act	\$25	\$25	\$25	\$25

The dollar amounts shown in the KYTC Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year.

Table 13: Indiana Grouped Projects List

Grouped Project Category	Total Project Cost (costs in thousands)			
	2018	2019	2020	2021
Pavement Preservation Includes PPI projects, 1 & 2 lay overlays	\$5,379	\$11,676	\$8,893	
Bridge, Culvert and Small Structure Preservation Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements	\$7,837	\$14,553	\$6,585	\$5,558
Signing, marking, striping and rumble strips		\$212		
Traffic signal system improvements and lighting	\$68	\$1,433		
Median guardrail/cable projects with no change to access				
Rail crossing protection				
Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act				
Commuter ridesharing programs				

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

**appendix A:**  
**PROJECT APPLICATION AND PRIORITIZATION**



Figure A-1: Call for Projects Application - Instructions

Call for Projects - Project Application	
Evansville Metropolitan Planning Organization	
<b>General instructions:</b>	
Project sponsors seeking federal funding for eligible projects must complete this application for consideration. To begin, save a copy of this application. Go to <b>File -&gt; Save As</b> . Include your agency name in the filename.	
<b>Application structure:</b>	
This application is organized into sections. The tabs at the bottom of the page designate the sections. These sections include:	
<b>Applicant:</b> This tab includes basic information about your agency. <i>(Skip this tab if transit project.)</i>	
<b>Description:</b> This tab is for you to provide details about the project in which you are requesting funding. <i>(Skip this tab if transit project.)</i>	
<b>Transit Projects Only:</b> This tab includes basic information about your agency and the project in which you are requesting funding. If you are requesting funding for a new vehicle, details about the vehicle must be included. <i>(Skip this tab if non-transit project.)</i>	
<b>Finance:</b> This is an interactive table for you to provide budget/cost information. Drop-down boxes are included that will assist you in filling out the table. Drop-downs are provided for Funding Fiscal Year and Local Percent Match. The only information that needs to be manually entered is the Total Cost column (shown in yellow). Once the costs are entered and the correct drop-downs are selected, the remainder of the table will automatically populate itself.	
<b>Support:</b> This tab includes information to show project support.	
<b>Map:</b> This tab provides information regarding a map that is required with application submittal.	
Drop-down boxes are provided throughout the application to assist you in answering questions. Text boxes are also included in case you need to explain your answers further. They are colored as follows:	
Drop-down boxes with pre-filled answers to select	
Text boxes to provide written answers	
Once the application is complete, please save and submit to the Evansville MPO, along with any attachments as necessary.	
Also include the Letter of Financial Commitment (sample language available for download at: <a href="http://www.evansvillempo.com/Docs/Call_for_Projects/Letter_of_Financial_Commitment.docx">http://www.evansvillempo.com/Docs/Call_for_Projects/Letter_of_Financial_Commitment.docx</a> )	
If you have any questions as you work through the application, please contact the Evansville MPO.	

Figure A-2: Call for Projects Application - Local Public Agency Information

Local Public Agency Information		
Agency / Organization Name:		
Employee in Responsible Charge (ERC):		
ERC Certification Date:		
Address:		
Phone:		
Email:		
Previous/Other Projects Managed:	1	
<i>List previous three (3) projects managed, if applicable.</i>	2	
	3	
Title VI Plan/Compliance Letter:		
ADA Transition Plan/ Compliance Letter:		
Financial commitment letter(s):		

Figure A-3: Call for Projects Application - Project Information

<b>Project Information</b>	
Project Name	
Project Location and Limits OR Service Area	
<b>Modal Category</b>	
<i>List all that apply</i>	
-	
-	
-	
-	
-	
Other:	
<b>Project Description / Scope of Work</b>	
<b>Allied Projects (Other projects related to this one)</b>	
<b>Start Location</b>	
<i>Identify the location of the beginning termini (typically an intersection roadway)</i>	
<b>End Location</b>	
<i>Identify the location of the ending termini (typically an intersection roadway)</i>	
<b>Intersections</b>	
<i>List all intersections being improved as part of the project</i>	
<b>Existing # of lanes</b>	
<i>Enter the number of motor vehicle lanes on the ground today, including continuous turn lanes</i>	
<b>Proposed # of lanes</b>	
<i>Enter the number of motor vehicle lanes being proposed, including continuous turn lanes</i>	

## appendix A: PROJECT APPLICATION AND PRIORITIZATION A-5

Figure A-5: Call for Projects Application - Project Budget

Project Budget					
Project Development Phase	Funding Fiscal Year	Total Cost	Percent (%) Local Match	Local Funding Match	Federal Funding
A. Preliminary Engineering (1)(2)			100%	\$ -	
B. Right of Way (1)		\$ -	100%	\$ -	
C. Utilities and Railroad		\$ -		\$ -	\$ -
D. Construction		\$ -		\$ -	\$ -
E. Contingency		\$ -		\$ -	\$ -
F. Construction Eng/Inspection		\$ -		\$ -	\$ -
Total Construction (lines C-F)		\$ -		\$ -	\$ -
<b>Total All Phases (lines A-F)</b>		\$ -		\$ -	\$ -

<b>Source of Cost Estimate:</b>	
---------------------------------	--

(1) Preliminary Engineering and Right of Way phases are typically not funded with EMPO allocated funds. Availability of funds for these phases may be evaluated after an eligibility determination has been made and the project application has been approved for construction funding.

(2) The EMPO will be a participant in the RFP, consultant selection, and contract negotiation process for all projects that are approved for Preliminary Engineering funding through the EMPO allocated funds.

\*Transit: For transit projects, use "D. Constuction" line only. For operation projects, select "50%" (at a minimum) from the drop-down box in the "Percent (%) Local Match" column.



Figure A-6: Call for Projects Application - Project Support

<b>What is the primary objective of this project?</b>	
	<i>Choose one:</i>
-	<input type="text"/>
<b>Other:</b>	<input type="text"/>
<b>What is the secondary objective of this project?</b>	
	<i>Choose up to 2:</i>
-	<input type="text"/>
-	<input type="text"/>
<b>Other:</b>	<input type="text"/>
<b>Is the project consistent with local planning documents?</b>	
	<i>List all that all apply</i>
-	<input type="text"/>
-	<input type="text"/>
-	<input type="text"/>
-	<input type="text"/>
-	<input type="text"/>
-	<input type="text"/>
<b>Other:</b>	<input type="text"/>

Figure A-7: Call for Projects Application - Project Map

<p><b>Project Map</b></p> <p>If appropriate, please attach an 8.5 x 11 map of the project area showing as many details of the project as possible. The map must have a north arrow, scale, and title of the project. It should clearly show the project locations, property lines, public facilities, state roads, and any other relevant information. Map must clearly identify the proposed project site with beginning and ending points, if applicable.</p>
---

Figure A-8: Call for Projects Prioritization

Call for Projects Scoring Prioritization			
<b>Project:</b>			
<b>Application Type:</b> Road			
System Preservation, Modernization, and Efficiency			
System preservation, modernization, and efficiency measures the impact a project will have on the roadway network, both locally and regionally.			
	Maximum Score	Awarded Score	
	5		Improves substandard pavement, structure, or other asset.
	5		Implements ITS Strategies or transit preferential treatments and priority systems.
	5		Improves intermodal connections.
	5		Improves intersection operations/or signal equipment.
	5		Improves network by repairing grid connectivity.
	5		Project improves efficiency on a CMP corridor or priority truck routes.
	5		Reduces traffic congestion; improves existing peak hour LOS.
Total	35	0	
Safety and Security			
Safety addresses the extent to which the project will provide accommodations for safer travel for all modes, a likely reduction in fatalities or serious injury, and a reduction in conflicts.			
	Maximum Score	Awarded Score	
	5		Reduces number and severity of collisions.
	5		Promotes safe and accessible pedestrian and bicycle environment, including transit users and individuals with a disability.
	5		Reduces conflicts between users.
	5		Improves the security of the roadway system by building redundancies in the network.
	5		Utilizes traffic calming measures to create a safer environment for all users.
Total	25	0	
Public and Active Transportation			
Public and Active Transportation refers to the public transit and bicycle and pedestrian networks and the consideration and priority they are given within the proposed project; to what extent does the proposed project incentivize or facilitate an individual's use of these facilities.			
	Maximum Score	Awarded Score	
	5		Improves connections between transit and non-motorized modes.
	5		Improves efficiency, reliability and attractiveness of public transit.
	5		Design is consistent with the EMPO Complete Streets Policy.
	5		The project implements a portion of a local Bicycle and Pedestrian plan (and/or the Comprehensive Operations Analysis for METS).
	5		Completes a gap in the network to provide better access to active transportation opportunities.
	5		Completes or expands greenway/shared-use path network.
Total	30	0	
Quality of Life			
Quality of life measures how well the project will improve residents overall quality of life from a transportation perspective by providing increased accessibility options, targeting projects in underserved neighborhoods, and environmental impacts.			
	Maximum Score	Awarded Score	
	5		Increases public and active transportation opportunities for connections between neighborhoods, recreational areas, schools, employment centers, etc.
	5		Benefits a Targeted Outreach Area as determined in the 2016 Public Participation Plan.
	5		Promotes green infrastructure to reduce stormwater impacts.
	5		Mitigates/Improves AQ (NOx and PM2.5 emissions reductions).
Total	20	0	
<b>TOTAL</b>	<b>110</b>	<b>0</b>	

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**appendix B:**  
**MTP 2040 PLANNING SUPPORT**



# transportation improvement program 2018-2021

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Presented below is a comprehensive list of recommended transportation improvements from the long-range element of the transportation planning process, the Metropolitan Transportation Plan. Projects in the 2018-2021 TIP are consistent with those recommended in the Metropolitan Transportation Plan 2040 (MTP 2040). The first two digits of the ID# correspond with the year by which the project is to be completed. Project status refers to the current/programmed status of each recommendation.

- PL refers to the planning stage,
- PE refers to preliminary engineering,
- RW refers to right-of-way engineering or acquisition, and
- CN refers to construction engineering or actual construction.
- U refers to utilities relocation activities

## PLANNING SUPPORT: EVANSVILLE METROPOLITAN TRANSPORTATION PLAN 2040

ID#	Roadway/ Project	Project Type	Project Status
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### PROJECTS TO BE COMPLETED BY THE YEAR 2015:

15-1.	E. T. Breathitt Parkway – KY 416: Interchange Modification	Reconstruct	Complete
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ID#	Roadway/ Project	Project Type	Project Status
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**PROJECTS TO BE COMPLETED BY THE YEAR 2022:**

22-1.	Burkhardt Road: Lincoln Avenue to SR 66/Lloyd Expressway	Widen (5 Lns)	PL
22-2.	US 41 – Lloyd Expressway: Interchange Modification	Reconstruct	Complete
22-3.	Columbia Street: Hirschland Road to Cross Point Boulevard	New	PL
22-4.	Vogel Road: Burkhardt Road to Cross Point Boulevard	New (3 Lns)	PL
22-5.	Green River Road: Millersburg Road to Kansas Road	Widen (5 Lns)	Complete
22-6.	Green River Road: Kansas Road to Boonville-New Harmony Road	Widen (3 Lns)	CN
22-7.	Lincoln Avenue: Bell Road to Lenn Road	Reconstruct	Under Construction
22-8.	Bell Road: SR 66 to Oak Grove Road	Widen (3 Lns)	RW/CN
22-9.	Oak Grove Road: Libbert Road to Bell Road	Widen (3 Lns)	Completed
22-10.	Oak Grove Road: Bell Road to SR 261	Widen (3 Lns)	CN
22-11.	SR 61 Connector Road: Northwest Boonville Bypass	New (2 Lns)	Under Construction
22-12.	High Pointe Drive: Grimm Road to Libbert Road	New	Completed
22-13.	US 60: Corydon Bypass	New	PL
22-14.	US 60: Wathen Lane to KY 2183/Holloway-Rucker Road	Widen (4 Lns)	PL
22-15.	US 60: KY 2183/Holloway-Rucker Road to KY 1078/Baskett Lane	Widen (4 Lns)	PL
22-16.	Wathen Lane: US 60 to Henderson city limit	Upgrade	PE
22-17.	KY 812 (Clay Street): US 41 intersection	Upgrade	PL

## transportation improvement program 2018-2021

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ID#	Roadway/ Project	Project Type	Project Status
22-18.	US 60: Corydon to KY 425/Henderson Bypass	Reconstruct	Under Construction ( <i>partial</i> )
22-19.	US 60: Waverly to Corydon	Reconstruct	PL
22-20.	US 41 – US 60: Interchange Modification	Reconstruct	PL
22-21.	KY 1539/Larue-Zion Road: KY 351 to Kimsey Lane	Upgrade	PL
22-22.	US 60: New bridge over Green River at Spottsville	Reconstruct	RW/U/CN

### PROJECTS TO BE COMPLETED BY THE YEAR 2035:

35-1.	Lincoln Avenue: Green River Road to Newburgh Road	Widen (3 Lns)	PL
35-2.	Lincoln Avenue: Burkhardt Road to Martin Land	Widen (3 Lns)	PL
35-3.	Oak Grove Road: Burkhardt Road to Cross Pointe Boulevard	Widen (5 Lns)	PL
35-4.	Virginia Street: Green River Road to Burkhardt Road	Widen (3 Lns)	PL
35-5.	Mt. Vernon Avenue: Franklin St. to Tekoppel Ave. w/intersection upgrades	Widen (3 Lns)	PL
35-6.	Stringtown Road: Diamond Avenue to Mill Road	Upgrade/Widen	PL
35-7.	Heckel Road: Oak Hill Road to Green River Road	Widen (3 Lns)	PL
35-8.	University Parkway: SR 66 to Boonville-New Harmony Road	New (4 Lns)	PL
35-9.	KY 425/Henderson By-Pass: US 60 to Breathitt Parkway	Widen (4 Lns)	PL
35-10.	US 60: KY 1078/Baskett Lane to the Green River Bridge	Widen (4 Lns)	PL
35-11.	Green River Road – Vogel Road intersection improvement	Reconstruct	PL
35-12.	Broadway Avenue: Felstead Road to Barker Avenue	Reconstruct	PL

<u>ID#</u>	<u>Roadway/ Project</u>	<u>Project Type</u>	<u>Project Status</u>
35-13.	Bell Road: Oak Grove Road to Telephone Road	Reconstruct	RW/CN
35-14.	Lincoln Avenue: Lenn Road to Anderson Road	Reconstruct	PL
35-15.	North Elm Street: Watson Lane to 12th Street	Upgrade	PL
35-ORC.	I-69 Ohio River Crossing: I-69 in Evansville to I-69 south of Henderson	New	PE/RW/U

### **PROJECTS TO BE COMPLETED BY THE YEAR 2040:**

40-1.	University Parkway (Section B2): Boonville-New Harmony Rd. to I-64	New (4 Lns)	PL
40-2.	Baseline Road: US 41 to Old State Road	Widen (3 Lns)	PL
40-3.	Claremont Avenue: Red Bank Road to Barker Avenue	Reconstruct	PL
40-4.	Red Bank Road: Broadway Avenue to Upper Mt. Vernon Road	Reconstruct	PL
40-5.	Boonville New Harmony Road: Petersburg Road to Green River Road	Upgrade	PL
40-6.	Telephone Road: Bell Road to Fuquay Road	Reconstruct	PL

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**appendix C:**  
**RED FLAG**

















Transportation improvements, whether new roadway construction or a widening project, can have significant impacts on natural, cultural/social, and historic resources. An effort should be made during the planning and design phases of projects to ensure that these impacts are avoided or minimized and/or mitigated. Areas of natural or ecological significance (wetlands, forests, streams, nature preserves, and areas which harbor endangered species) should be avoided in the planning and design of new roads or roadway widening. In addition to natural resources, cultural and historic resources should also be considered, and steps taken to minimize negative impacts.

Discussion of types of potential mitigation activities developed in consultation with federal, state and tribal land management, wildlife and regulatory agencies is required by the FAST Act. This discussion is at the policy/strategy level, not project specific. The policy level discussion considers the preliminary nature of project details available at the long range plan stage of project development. While detailed environmental analysis is not appropriate at this point, consultation with environmental resource agencies provides an opportunity to compare transportation plans with resource plans and initiate a discussion of potential mitigation activities, location of mitigation activities and identification of mitigation strategies with the greatest potential to restore and maintain environmental functions affected by the metropolitan transportation plan.

Projects advancing to construction require additional study and detailed design to more clearly describe project features. This process enables environmental impacts and appropriate mitigation measures to be established. Projects using state or federal funds will require detailed environmental study and permitting in conformance with the National Environmental Policy Act (NEPA) and other federal, state and local regulations.

Red Flag Investigation is a preliminary environmental planning process to identify potential conflicts of transportation planning projects with Infrastructure, Mining/Mineral Exploration, Hazardous Material concerns, Water Resources, and Historical Resources within a half mile radius of the proposed project area. TIP projects using MPO allocated funds have all gone through the RFI process at various stages of project planning and development. Table C-1 lists the 2018-2021 TIP projects and the planning stage at which an RFI was completed.

Table C-1: EMPO TIP 2018-2021 RFI Status

				RFI COMPLETED AS PART OF MTP 2040	RFI COMPLETED AS PART OF PROJECT DEVELOPMENT	RFI COMPLETED AS PART OF TIP
						
DES/ITEM #	PROJECT	LIMITS/DESCRIPTION	TYPE			
CITY OF EVANSVILLE						
1383064	Covert Avenue	US 41 to I-69	Road Diet			
1383066	Second Street	Intersection of Washington Ave/Parrett St/ Jefferson Ave	Intersection and safety improvements			
1383065	Weinbach Avenue	Walnut St to Pollack Ave	Road Diet			
1006085	Pigeon Creek Greenway	Walnut St to Riverside Dr	Trail Construction			
1006084	Pigeon Creek Greenway	Heidelbach Ave to Stringtown Rd	Trail Construction			
1601824	Various	Sign Replacement program	Signs		Exempt	
VANDERBURGH COUNTY						
1400549	Green River Road	Kansas Rd to Boonville-New Harmony Rd	Reconstruction to three lanes			
1592156	Columbia Street	Bridge over Pigeon Creek	Bridge rehabilitation			
WARRICK COUNTY						
0500641	Oak Grove Rd Section 3	Bell Rd to SR 261	Widen to an improved two-lane facility			
1401384	Bell Road	High Point Dr to Telephone Rd	Road Widening			
1592154	Vann Rd/Casey Rd	Vann (SR 261 to Casey Rd) Casey Rd (Oak Grove Rd to Vann Rd)	Trail Construction			
TOWN OF NEWBURGH						
0710850	Rivertown Trail	Yorkshire Dr to Pollack Ave/Old SR 662W	Greenway Trail			
CITY OF HENDERSON						
n/a	Wathen Lane	US 60 to city limits	Road Widening			
n/a	North Green River Road	Bend Gate Rd to Osage Dr	Sidewalk			
HENDERSON COUNTY						
n/a						

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**appendix D:**  
**GLOSSARY**



### **Active Transportation**

Active transportation includes any method of travel that is human-powered, but most commonly refers to walking and bicycling.

### **Arterial Roadway**

A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement. (see principal, minor arterial)

### **Collector Roadway**

Roadways providing direct access to neighborhoods as well as direct access to arterials.

### **Congestion Management Process (CMP)**

A plan for recommending and implementing appropriate strategies that can alleviate congestion and improve the performance of the transportation system. A CMP establishes a consistent and systematic process for managing congestion

### **County Road Aid**

County Road Aid Co-op Program funded by 18.3% of the motor fuels taxes in Kentucky. The funds are used for construction, reconstruction and maintenance of county roads. The funds are allocated to the 120 counties by the same formula as the Rural Secondary Program, but are expended by the fiscal court. The co-op program makes funds available up front based on projected revenues and sets aside 3% of each participating county's allocation into a statewide emergency fund. The co-op program is voluntary and if a county does not participate, they receive a monthly check based on the previous month's actual collections and there is no emergency fund.

### **Cumulative Bridge Fund**

CBF is a supplemental source of revenue for the construction and repair of county highway bridges and grade separations in Indiana. Indiana statutes authorize the County Commissioners of the individual county units to establish a countywide tax levy on all

taxable personal and real property for the construction and repair of county highway bridges. The yearly income from this source depends on the amount of the tax levy, the assessed valuation for the county, and return on investments. Receipts from this fund must be used exclusively for construction of bridges on the county road system.

### **Financial/Fiscal Constraint**

Fiscal constraint ensures that a planning document will be financially feasible. That is, that projects contained in the plan can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. This consideration seeks to ensure a "realistic" plan.

### **Local Roadway**

Road or street whose principal function is to provide direct access to abutting land.

### **Local Option Highway User Tax (LOHUT)**

The LOHUT is comprised of two taxes that must be levied together, the Wheel Tax and the Excise Surtax. The Excise Surtax only applies to passenger cars, light trucks (less than or equal to 11,000#), and motorcycles. The Wheel Tax applies to everything else that is not specifically exempted. A county, city, or town may use its wheel tax revenues only to construct, repair, or maintain streets and roads under its jurisdiction; as a contribution to a multiple county infrastructure authority; or to pay debt service on county road and bridge bonds issued on an IC 8-18-22.

### **Metropolitan Planning Area (MPA)**

A Metropolitan Planning Area is defined in the Code of Federal Regulations as the geographic area in which the metropolitan transportation planning process must be carried out. The MPA boundary shall, as a minimum, cover the UZA(s) and the contiguous geographic area(s) likely to become urbanized within the twenty year forecast period covered by the transportation plan.

### **Metropolitan Planning Organization (MPO)**

Formed in cooperation with the state, MPO's develop transportation plans and programs for metropolitan areas. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75% of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable state or local law.

### **Minor Arterial**

Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas.

### **Motor Vehicle Highway Account (MVHA)**

These funds are a source of revenue from 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 statutory fees for motor vehicle registration and operation. These highway-use taxes are collected by the State. A portion of the MVHA are distributed back to the cities and counties for administration, budgeting and expenditure by local officials to aid in the purchase of materials, labor, and/or equipment required in the maintenance and construction of roads, sidewalks, greenways, and bridges.

### **Local (Government) Economic Assistance**

Local Government Economic Assistance Fund may receive state appropriations, gifts, grants, and federal funds and shall be disbursed by the State Treasurer of Kentucky. Income earned by the tax of the sale of coal and minerals/rights is disbursed to coal producing and coal impact counties according to each county's allocable part of the fund. 30% of these direct funds must be spent on the coal haul road system, the remaining 70% can go to anything except administrative costs.

### **Municipal Road Aid**

Municipal Road Aid Co-op Program is funded by 7.7% of the motor fuels taxes in Kentucky. The funds are used for the construction, reconstruction and maintenance of urban roads and streets. These funds are allocated to incorporated cities and unincorporated urban places based on their population only. This co-op program works in the same manner as the County Road Aid Co-op Program.

### **Principal Arterial**

Major streets or highways, many with multi-lane or freeway design, serving high volume traffic corridor movements that connect major generators of travel.

### **Right-of-Way (RW)**

The land (usually a strip) acquired for or devoted to highway transportation purposes.

### **Rural Secondary Road Program**

Rural Secondary Program is funded by 22.2% of the motor fuels taxes in Kentucky. The funds are used for the construction, reconstruction and maintenance of secondary and rural roads in each county (state or locally maintained). The funds are allocated to the 120 counties by a Four-Part Formula (the Fifts Formula) and are expended by the Transportation Cabinet.

### **Toll Credits**

Toll Credits, or excess toll revenues, may be used as a credit toward the non-Federal matching share of federally assisted transit projects (or non-transit projects). Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits. Normally, Toll Credits are used for capital projects. They are exclusively used in Kentucky.

### **Transportation Improvement Program (TIP)**

A prioritized program of transportation projects to be implemented in appropriate stages over several years. Current regulations require that TIPs cover a four year period. The projects are recommended from those in the long-range element (transportation plan) of the planning process, as well as the short-range element which have been evaluated, developed and prioritized cooperatively with local public agencies and supported by the Congestion Management Process (CMP) Element of the planning process. This program is required as a condition for a locality to receive federal transit and highway funds.

### **Urbanized Area**

Areas with a population of 50,000 or more, at a minimum, encompass an entire urbanized area in a state, as designated by the US Bureau of Census. The Federal Highway Administration (FHWA) approved, adjusted urbanized area boundaries include the census defined urbanized areas plus transportation centers, shopping centers, major places of employment, satellite communities, and other major trip generators near the edge of the urbanized area.

## **appendix E:** **COMMENTS**

Table E-1: EMPO TIP 2018-2021 Comments

Date Received	Submitted By	Comment	Response
4-13-17	Gary E. May	Suggestion to improve public outreach by going to transit customers at bus stops and paratransit users. Suggestion to use local college students to conduct surveys.	Public notice of the TIP planning process was posted at the main transfer terminals for both METS and HART transit systems. Consideration will be given to additional outreach methods as appropriate for future planning efforts.
4-17-17	Kenny Page	Request to extend City of Evansville road diet project on Weinbach Avenue north to Franklin Street.	The Evansville Bicycle and Pedestrian Connectivity Master Plan calls for bicycle facilities extended north on Weinbach Avenue to Morgan Avenue. This request will be forwarded to the City Engineer's office.





# **TRANSPORTATION IMPROVEMENT PROGRAM** **2018-2021**

**EVANSVILLE METROPOLITAN PLANNING ORGANIZATION**

**1 NW Martin Luther King, Jr. Blvd.**

**Room 316 - Civic Center Complex**

**Evansville, IN 47708**