



TIP

2020-2024

Transportation Improvement Program

Evansville MPO



Henderson • Vanderburgh • Warrick

Transportation Improvement Program **2020-2024** **for the Evansville-Henderson Urbanized Area**

Evansville MPO Policy Committee Adoption: March 14, 2019
Indiana Governor's Approval: June 20, 2019
Kentucky Governor's Approval: April 26, 2019

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

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:

April 11, 2019
June 13, 2019
July 11, 2019
September 12, 2019
October 10, 2019
November 14, 2019
December 12, 2019
January 9, 2020
February 13, 2020
March 12, 2020
April 9, 2020
May 14, 2020
June 11, 2020
July 9, 2020
August 13, 2020
September 10, 2020
October 8, 2020
January 14, 2021
March 11, 2021
March 10, 2022

ADMINISTRATIVE MODIFICATIONS:

July 22, 2019
December 9, 2019
January 7, 2020
January 13, 2020
March 4, 2020
March 5, 2020
March 12, 2020
June 25, 2020
August 3, 2020
September 15, 2020
November 12, 2020
January 15, 2021
February 17, 2021
March 4, 2021
March 15, 2021
April 7, 2021
July 26, 2021
July 29, 2021
July 30, 2021
March 3, 2022

RESOLUTION
ADOPTING THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2020-2024

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;

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;

WHEREAS the Evansville Metropolitan Planning Organization has complied with the Clean Air Act Amendments of 1990 (CAAA) requirements as they pertain to the development and conformity of the FY 2020-2024 TIP;

WHEREAS the FY 2020- 2024 Transportation Improvement Program (TIP) conforms to the State Implementation Plan for Air Quality according to the United States Environmental Protection Agency's *Transportation Conformity Guidance for the South Coast II Court Decision*, made available November 2018;

WHEREAS the FY 2020-2024 TIP program of projects is both fiscally constrained and consistent with the *Metropolitan Transportation Plan 2045 (MTP 2045)*, and meets the requirements of 23 U.S.C. 450.326;

WHEREAS the FY 2020-2024 TIP was developed in cooperation with state and local officials and public transportation operators in the region; 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 March 14, 2019 adopts the Evansville Metropolitan Planning Organization Transportation Improvement Program, 2020-2024.



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

March 14, 2019



U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

April 5, 2019

Roy Nunnally, Director
Asset Management Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding on the Evansville Metropolitan Planning Organization (EMPO) 2045 Metropolitan Transportation Plan (MTP) and the 2020-2024 Transportation Improvement Plan (TIP).

The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and recommend that we find the updated documents conform to applicable air quality conformity requirements. Appropriate consultation and public involvement on the conformity analyses was completed.

Therefore, FHWA and FTA find the EMPO's 2045 MTP and 2020-2024 TIP conforms to air quality conformity rule requirements. If you have any questions, please feel free to contact Robert Dirks, FHWA, at 317-226-7492 / robert.dirks@dot.gov or Jay Ciavarella, FTA, at 312-353-1653 / jason.ciavarella@dot.gov.

Sincerely,

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

Mayela Sosa
Division Administrator
FHWA Indiana Division

Digitally signed by Robert E.
Dirks
Date: 2019.04.05 16:19:49
-04'00'

cc: (transmitted by e-mail)
Seyed Shokouhzadeh, EMPO
Pamela Drach, EMPO
Jay Mitchell, INDOT
Emmanuel Nsonwu, INDOT
Larry Buckel, INDOT
Kris Green, FTA
Jason Ciavarella, FTA
Tony Maietta, EPA
Shawn Seals, IDEM
Bernadette Dupont, FHWA-KY



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (866) 849-1368
FAX: (317) 234-8365

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 20, 2019

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

Transportation Improvement Program (TIP) Approval

Dear Mr. Shokouhzadeh:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2020-2024 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 2020-2024 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2020-2024 timeline and will be included by reference in the FY 2020-2024 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,

Joe McGuinness, Commissioner
Indiana Department of Transportation

JM/EN

cc: Heather Kennedy
Brad Steckler
Roy Nunnally
Adam Makuley
Erica Tait
Michael McNeil
Rusty Fowler
Terri Sollman
File



Matthew G. Bevin
Governor

**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Received

MAY 13 2019

Evansville MPO

Greg Thomas
Secretary

April 26, 2019

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

Dear Mr. Shokouhzadeh:

It is my pleasure to approve the Evansville MPO's FY 2020-2024 Transportation Improvement Program (TIP) as Governor Matthew Bevin's designee. The Kentucky Transportation Cabinet will incorporate the TIP by reference in Kentucky's Statewide Transportation Improvement Program.

Please contact Thomas Witt at (502) 782-5093 for any questions or concerns.

Sincerely,


 **Greg Thomas**
Secretary

GT/TWW/BSK

c: Amanda Spencer
John Ballantyne
Deneatra Henderson
Ron Rigney
Jill Lamb



An Equal Opportunity Employer M/F/D

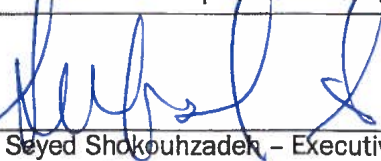
TRANSPORTATION PLANNING PROCESS CERTIFICATION

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 Shokouhzadeh - Executive Director

Date

6/24/19

Indiana Department of Transportation



Roy S. Nunnally - Director,
Technical Planning & Programming

Date

JUNE 23, 2019

Page intentionally left blank.

ACKNOWLEDGEMENTS

Evansville MPO Policy Committee Members

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

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	Henderson City Engineer
Carver Community Organization	Assistant Henderson City Manager
CSX Transportation	Henderson County Engineer
Easter Seals Rehabilitation Center	Henderson County Riverport
Economic Development Coalition of Southwest Indiana	Henderson-Henderson County Chamber of Commerce
EnviroKinetics, Inc.	Henderson-Henderson County Plan Commission
Evansville ARC	Henderson Judge Executive
Evansville Bicycle Club	Indiana Department of Environmental Management (Indianapolis)
Evansville Board of Public Safety	Indiana Department of Transportation (Indianapolis; Vincennes)
Evansville Chamber of Commerce	Indiana Southern Railroad
Evansville City Engineer	Kentucky Transportation Cabinet (Frankfort; Madisonville)
Evansville Department of Metropolitan Development	Lochmueller Group
Evansville Department of Transportation and Services	Metropolitan Evansville Transit System
Evansville Department of Urban Forestry	Port of Indiana-Mount Vernon
Evansville Environmental Protection Agency	Posey County Chamber
Evansville Parks and Recreation Department	Qk4 Inc.
Evansville Police Department	River City Taxi
Evansville Regional Airport	St. Vincent’s Trauma Hospital
Evansville-Vanderburgh Area Plan Commission	SIRS Inc.
Evansville Water and Sewer Department	University of Evansville
Federal Highway Administration (Indiana)	Vanderburgh County Emergency Management Agency
Federal Highway Administration (Kentucky)	Vanderburgh County Engineer
Federal Transit Administration (Region V)	Warrick County Economic Development
Green River Area Development District	Warrick County Plan Commission
Henderson Area Rapid Transit	Warrick County School Corporation
	Westside Improvement Association

ACKNOWLEDGEMENTS

Citizen's Advisory Committee (MTP 2045)

Ms. Shari Sherman	Warrick County Chamber of Commerce
Mr. Tony Iriti	Kyndle (Henderson Chamber of Commerce)
Ms. Donna Crooks	Kyndle (Henderson Chamber of Commerce)
Mr. Larry Taylor	Success Warrick County
Mr. Justin Groenert	Southwest Indiana Chamber of Commerce
Mr. Wil Marquez	Diverse Business Alliance
Mr. Josh Armstrong	Downtown Alliance Director
Ms. Ellen Horan	GAGE (Growth Alliance for Greater Evansville)
Ms. Abby Dixon	Henderson County Tourist Commission
Mr. Jim Heck	WorkOne Southwest
Mr. Greg Wathen	Economic Development Coalition of Southwest Indiana
Ms. Helen Zimmerman	Historic Newburgh, Inc
Mr. Shawn Hayden	Eastland Mall
Mr. Nate Hahn	Evansville Regional Airport
Mr. Phil Wilzbacher	Ports of Indiana
Mr. John DiDomizio	Beam, Longest and Neff
Mr. Mike O'Daniel	D-Patrick Automotive
Mr. John Petkovsek	David Matthews Associates
Mr. Jonathan Weinzapfel	Ivy Tech Community College
Mr. Ben Payne	Henderson County Schools
Mr. Rick Cameron	Evansville-Vanderburgh School Corporation
Ms. Kris Williams	Henderson Community College
Ms. Donna Teague	University of Evansville
Mr. Jim Wilsbacher	CAJE (Congregations Acting for Justice and Empowerment)
Ms. Angie Higgins	Easterseals Rehabilitation Center
Mr. Andy Imlay	Evansville Advisory Board on Disability Services
Ms. Vanessa Rodriguez	HOLA Evansville
Mr. Silas Matchem	Promise Zone
Ms. Diane Clements-Boyd	Evansville Human Relations Commission
Mr. Ted Miller	Citizen
Mr. Nibby Priest	Henderson Bikeway Advisory Committee
Ms. Lorie Van Hook	Evansville Trails Coalition
Mr. Steve Roelle	Warrick Trails
Ms. Mary Raley	St. Vincent Evansville
Mr. Jim Renne	Deaconess Hospital
Ms. Andrea Hays	Welborn Baptist Foundation
Mr. Noah Robinson	Vanderburgh County Sheriff's Department
Mr. Brent Jackson	United Neighborhoods of Evansville
Mr. Leonard Collins	Goosetown Neighborhood Association
Ms. DeAnna Outlaw	Westside Improvement Association
Mr. Randy Garratt	Culver Neighborhood Association
Ms. Janelle Lemon	INDOT

Evansville MPO Staff

Mr. Seyed Shokouhzadeh	Executive Director
Ms. Pamela Drach	Deputy Director
Ms. Erin Schriefer	Senior Transportation Planner
Mr. Matt Schriefer, AICP	Transportation Planner
Mr. Amir Varshochi	Transportation Planner
Ms. Laura Lamb	Chief Transportation Engineer
Mr. Xinbo Mi	Transportation Engineer
Ms. Kari Akin	Finance Officer
Mr. Lorenzo Marsh	Transportation Technician

TABLE OF CONTENTS

01: INTRODUCTION.....	1
The Evansville Metropolitan Planning Organization.....	2
Public Participation.....	4
Vision, Goals, Objectives, and Performance Targets	4
Cooperative Agreements	9
02: TIP PROCESS.....	11
Development Guidelines	12
03: FUNDING THE TIP.....	23
Federal Funds	24
State Funds.....	26
Local Funds.....	26
Transit Funds.....	27
04: PLANNING SUPPORT	29
Local Program of Projects	30
Public Transit Providers.....	37
Non-Profit Providers	38
05: TIP PROJECT DETAILS & SCHEDULE.....	39
Major Projects Update	40
TIP Complete Projects Listing.....	40
Grouped Projects.....	58
APPENDICES	
Appendix A: Project Application & Prioritization.....	A-1
Appendix B: MTP 2045 Planning Support	B-1
Appendix C: Red Flag	C-1
Appendix D: Glossary	D-1
Appendix E: Comments	E-1

TABLE OF CONTENTS

FIGURES

Figure 1.1: Evansville Metropolitan Planning Area and Urbanized Area Boundary	3
Figure 1.2: Evansville MPO Transportation Planning Process.....	4
Figure 2.1: FY 2020-2024 EJ Population Areas with Regionally Significant Projects	21
Figure 4.1: FY 2020-2024 Local Program of Projects	30
Figure 4.2: Three-Lane Street.....	36
Figure 4.3: Three-Lane Street with Bike Lanes (typical Road Diet)	36
Figure 4.4: Three-Lane Street with Sidepaths	36
Figure 4.5: Four-Lane Street with Sidewalks	36
Figure 4.6: Five-Lane Street with Sidewalks	36
Figure A.1: Call for Projects Application - Instructions	A-2
Figure A.2: Call for Projects Application - Local Public Agency Information	A-3
Figure A.3: Call for Projects Application - Project Information	A-4
Figure A.4: Call for Projects Application - Transit	A-5
Figure A.5: Call for Projects Application - Project Budget.....	A-6
Figure A.6: Call for Projects Application - Project Support.....	A-7
Figure A.7: Call for Projects Application - Project Map	A-8
Figure A.8: Call for Projects Prioritization	A-9

TABLES

Table 1.1: MTP 2045 Goals, Objectives, and Performance Measures	5-8
Table 2.1: TIP Program and MTP 2045 Linkages.....	14
Table 2.2: Safety Targets.....	16
Table 2.3: Pavement Condition Targets.....	16
Table 2.4: Bridge Condition Targets.....	16
Table 2.8: TAM Performance Measures.....	17
Table 2.5: Travel Time Reliability Targets	17
Table 2.6: Truck Travel Time Reliability Targets.....	17
Table 2.7: On-Road Mobile Source Emissions	17
Table 2.9: TAM Targets	18
Table 2.10: Amendment Thresholds.....	20
Table 3.1: Local Program Federal Fiscal Constraint.....	25
Table 3.2: Local Fiscal Constraint and Operations/Maintenance.....	26
Table 4.1: Program of Projects - METS.....	37
Table 4.2: Program of Projects - HART	38
Table 5.1: Completed Projects Since the FY	40
Table 5.2: How to Read the Project Listings.....	41
Table 5.3: Funding Codes.....	41
Table 5.4: TIP Projects Listing	42-55
Table 5.5: Kentucky Grouped Project List	59
Table 5.6: Indiana Grouped Project List	59
Table B.1: 2019-2025 Project List	B-2
Table B.2: 2026-2035 Project List	B-3
Table B.3: 2036-2045 Project List	B-4
Table C.1: Red Flag Status	C-3

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, bicycle 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.

ABOUT THE 2020-2024 TIP



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 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. Vanderburgh and Warrick Counties were re-designated to attainment for the 8-hour 1997 ozone NAAQS in 2012, and therefore transportation conformity determinations were no longer required. The 1997 8-hour ozone NAAQS was revoked on April 6, 2015. (80 FR 12264).

In 2018, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA*, No. 15-1115, and struck down portions of the 2008 Ozone NAAQS SIP Requirements Rule concerning ozone National Ambient Air Quality Standards (NAAQS). While no regional admissions analysis is required, transportation conformity for the 1997 Ozone NAAQS must be demonstrated by the Evansville MPO for the Transportation Plan and TIP by showing that the remaining criteria in 40 CFR 93.109, and 40 CFR 93.108, have been met. The conformity document is included in Chapter 8 of the MTP 2045.

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 five years (fiscal years 2020 to 2024) in the Evansville-Henderson Urbanized Area. The projects programmed between 2020 and 2024 are fiscally-constrained. Project phases referenced for planning will be implemented should additional federal funding become available.

This transportation improvement program, the 32nd published by the Evansville MPO, describes how federal transportation funds for highway and transit improvements in the Evansville MPO Planning Area are to be obligated during the period of July 1, 2019 to June 30, 2024.

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 (MPOs) 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 1.1 illustrates the Evansville MPO Metropolitan Planning Area, including the Urbanized Area.

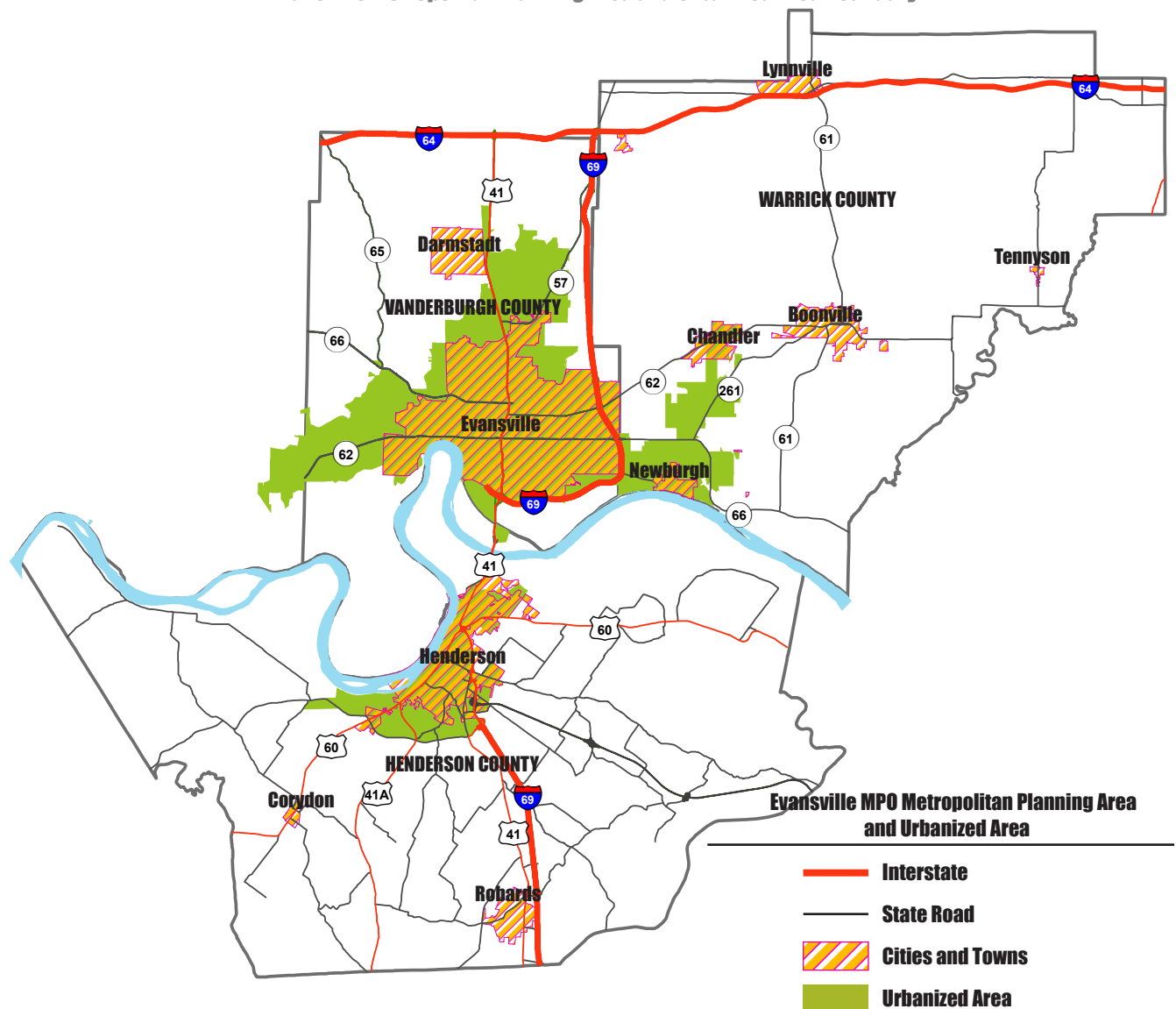
A Policy Committee and Technical Committee guide and assist the Evansville MPO in its planning activities. The Policy Committee is the chief advisory body and is responsible for policy formulation, project guidance, and administrative coordination. This includes delegation of and review of work activities for the MPO Staff. Official actions taken by the Evansville MPO requires approval by the Policy Committee. Committee

membership includes elected or appointed officials from local governments within the Evansville 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 Evansville 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 Evansville 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 associated with each

Figure 1.1:
Evansville Metropolitan Planning Area and Urbanized Area Boundary



transportation project. Furthermore, projects included for funding in the TIP must be consistent with the adopted transportation plan as prioritized for implementation. Figure 1.2 illustrates the transportation planning process as it relates to the Evansville MPO. Project prioritization is discussed further in Chapter 2.

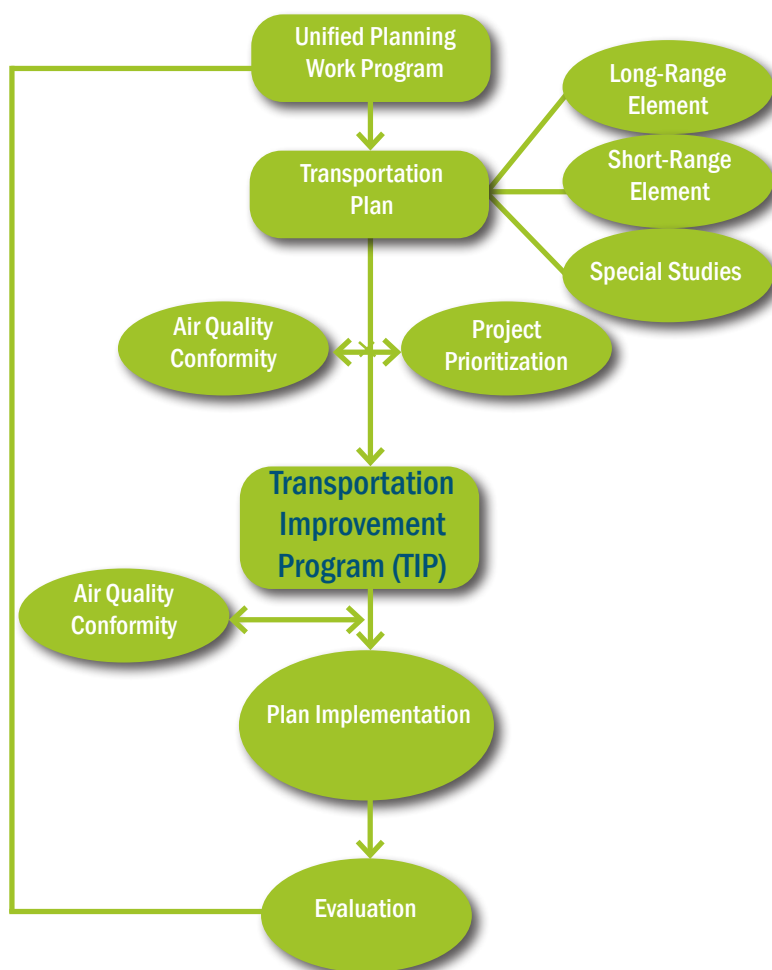
Public Participation

In addition to the input of the Policy and Technical Committees, the Evansville 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 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 Evansville 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 Evansville 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 processes. The 2020-2024 TIP continues the effort to integrate the values and needs of the community as defined by the Metropolitan Transportation Plan 2045 (MTP 2045). The MTP 2045 integrates a focus on livability, summarized in the vision statement for MTP 2045. 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 1.1 shows the Objectives and Targets from the MTP 2045.

Figure 1.2:
Evansville MPO Transportation Planning Process



MTP 2045 Vision

The Evansville region will strive to provide a higher quality of life for all residents with a transportation system that is safe, efficient, multimodal and accessible for all users, maintaining economic vitality and respecting the environment.

Table 1.1:
MTP 2045 Goals, Objectives, and Performance Measures

Quality of Life & Health		
Goal: Provide a variety of transportation options for all residents to improve connectivity and enhance quality of life, community health and transportation equity.		
Objective: Increase the availability of bicycle and pedestrian facilities to provide better connections between residential areas, workplaces, schools, shopping, parks/recreational facilities and other services.		
Approach:	Performance Measure:	Federal:
During the planning and development of road projects, local bicycle and pedestrian plans should be reviewed to identify options for including bicycle and pedestrian facilities. Existing plans identify the best type of facility that helps complete the overall bicycle and pedestrian network. All types of facilities (sidewalks, bike lanes, cycle tracks, greenways, shared use paths, etc.) should be considered to provide the most effective connections between residences and shopping, recreational and entertainment destinations.	# of on-street bicycle miles (since MTP 2040)	
	# of greenway/shared use path miles (since MTP 2040)	
	# of sidewalk miles on arterials and collectors (since MTP 2040)	
Objective: Increase transit access to provide better connections between residential areas, workplaces, schools, shopping, parks/recreational facilities and other services.		
Approach:	Performance Measure:	Federal:
METS, HART and WATS should provide connections between neighborhoods and major shopping, entertainment, and recreational destinations. Routes may need to be reviewed to ensure the most effective connections. Service area, number of routes, number of bus shelters, technology used, etc. should also be reviewed periodically to provide the best possible service for the highest number of people.	# of people within 1/4 mile of a transit route	
Objective: Provide travel time reliability to ensure the most efficient use of time for commuters.		
Approach:	Performance Measure:	Federal:
Reduce congestion to maintain travel times by encouraging the adoption of access management principles that maintain mobility on higher volume roadways; supporting the completion of I-69 within the region and statewide to divert pass-through trips from more congested areas; modernizing, improving coordination, and/or removing traffic signals when possible; encouraging grade separation of rail crossings; and encouraging the implementation of Traffic Incident Management (TIM) standards to quickly clear non-recurring incidents.	% of person-miles traveled on interstate system that are reliable	✓
	% of person-miles traveled on non-interstate NHS system that are reliable	✓
	Travel Time Index (TTI)	
	Volume-to-Capacity Ratio (V/C)	

Table 1.1:
MTP 2045 Goals, Objectives, and Performance Measures Cont.

Economic Vitality		
Goal: Increase the economic vitality of the region to support mobility options, employment access and freight movement efficiency.		
Objective: Increase the availability of bicycle and pedestrian facilities to improve job access for residents, while also serving as an economic catalyst.		
Approach:	Performance Measure:	Federal:
Local bicycle and pedestrian plans should be reviewed during roadway project development to identify improvements that can be made to the bicycle and pedestrian network. Having an expanded bicycle and pedestrian network will allow for more access to and from jobs. Multi-modal corridors can increase economic competitiveness and can serve as a catalyst for further development.	# of people within 1 mile of an on-street bicycle facility	
	# of people within 1/2 mile of a greenway/shared use path	
	# of people within 1/4 mile of a sidewalk on arterials and collectors	
Objective: Expand transit service area and increase efficiencies to ensure better access to jobs and places of business.		
Approach:	Performance Measure:	Federal:
METS, HART and WATS should provide access to the highest number of jobs as possible and ensure routes connect to major places of employment. These agencies may need to periodically review existing routes and bus stop locations to keep up with changes in major employment locations.	# of jobs within 1/4 mile of a transit route	
Objective: Provide travel time reliability to ensure the on-time delivery of goods and services.		
Approach:	Performance Measure:	Federal:
Reduce congestion on interstates by supporting projects that provide alternative routes for commercial trucks to avoid congested areas; the appropriate spacing of warranted signals; alternatives to at-grade intersections; grade separation of rail crossings, etc.	Truck Travel Time Reliability Index (TTTR) on interstates	✓
Objective: Prioritize transportation projects that support compact growth.		
Approach:	Performance Measure:	Federal:
Prioritize transportation projects that make use of existing right-of-way and provide better access to all roadway users. Reconstructing existing roadways instead of building new ones will encourage the redevelopment of underutilized properties, helping to keep the transportation network more compact.	% of road projects using State or Federal funds within Block Group(s) having a population density of at least 1,000 people per square mile	

**Table 1.1:
MTP 2045 Goals, Objectives, and Performance Measures Cont.**

Environment		
Goal: Develop a transportation system that minimizes environmental impacts and preserves or enhances natural resources, air quality and water quality.		
Objective: Increase access to alternative transportation options to reduce vehicular emissions and meet EPA standards.		
Approach:	Performance Measure:	Federal:
Encourage the expansion of transit routes, bike facilities and sidewalks to make alternative modes of transportation accessible to more people. Encourage complete street projects that include all alternative modes and help connect residents to the larger bus, bike and pedestrian network.	Maintain PM _{2.5} and Ozone attainment status for National Ambient Air Quality Standards (NAAQS)	
	Peak Hour Excessive Delay (PHED) per capita	✓
	% of Non-Single Occupancy Vehicle (SOV)	✓
Objective: Prioritize projects that incorporate green infrastructure components to reduce or mitigate stormwater impacts.		
Approach:	Performance Measure:	Federal:
Increase the number of road projects that include green infrastructure components to help decrease flooding risks and reduce the amount of stormwater within the storm sewer system.	% of projects that include green infrastructure components	

Table 1.1:
MTP 2045 Goals, Objectives, and Performance Measures Cont.

Safety & Security		
Goal: Improve the safety and security of the transportation system for all users.		
Objective: Prioritize projects that reduce serious injuries and fatalities to ensure a safe and secure roadway network for all users.		
Approach:	Performance Measure:	Federal:
Support roadway designs that increase safety, especially those that help reduce conflicts between vehicle traffic and bike and pedestrian users. Support safety education programs for all roadway users so that drivers, cyclists and pedestrians all know the rules of the road.	Number of fatalities	✓
	Fatality rate per 100 million VMT	✓
	Number of serious injuries	✓
	Serious injury rate per 100 million VMT	✓
	Number of non-motorized fatalities and serious injuries	✓
Objective: Maintain and monitor roadway conditions to preserve the investment in existing transportation systems.		
Approach:	Performance Measure:	Federal:
Ensure the highest and best use of available funding by ensuring the existing transportation networks are being properly monitored and maintained before adding new facilities. Proper and continual maintenance of existing roads will help prevent major construction costs in the future for a road that has failed.	% of pavement on the interstate system in good condition	✓
	% of pavement on the interstate system in poor condition	✓
	% of pavement on the non-interstate NHS system in good condition	✓
	% of pavement on the non-interstate NHS system in poor condition	✓
	% of NHS system bridge deck area in good condition	✓
	% of NHS system bridge deck area in poor condition	✓
Objective: Maintain a state of good repair for transit vehicles and facilities to ensure a safe and secure transit system.		
Approach:	Performance Measure:	Federal:
METS, HART and WATS should monitor the age and condition of vehicles, equipment and facilities to provide the best possible service. The agencies should replace the oldest vehicles and equipment and facilities in the worst condition before replacing newer assets.	% of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	✓
	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	✓
	% of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale	✓

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.

Page intentionally left blank.

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 planning document 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 define the path for the region's multimodal transportation system. When the appropriate public decision-makers decide to pursue a particular project recommended in the transportation plan,

funding is sought through the relevant MPO or state federal funding program call for projects process. After the project eligibility is determined, funding is awarded to the project, 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 ongoing or incomplete. Projects and/or phases in an active TIP are not removed as they receive federal obligation.

TIP PROCESS

02



The Evansville Metropolitan Planning Organization utilizes the following nine guidelines in preparing the 2020-2024 Transportation Improvement Program. These guidelines, in conjunction with the TIP amendment process, guide the development and maintenance of the TIP.

Development Guidelines

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 Evansville MPO for inclusion in the TIP.

Once a draft program of projects is assembled, it is presented to the Technical and Policy Committees for review. The members of the various local governing bodies (city councils, county commissions, etc.) make recommendations to their representatives on the Policy Committee. Local government representatives on the Policy Committee 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 Policy Committee may also modify the final approved TIP through the TIP amendment/modification 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. The opportunity for public comment on these activities is just as important. The community involvement program for the 2020-2024 Transportation

Improvement Program consists of the following activities:

- A 30-day public comment period was held from February 11, 2019 to March 12, 2019 and was advertised in the Evansville Courier & Press, Henderson Gleaner, and The Warrick County Standard. Copies of the draft TIP were made available at the Evansville MPO office in Evansville, the Office of the City Manager and Henderson-Henderson County Plan Commission office, and the Newburgh and Boonville town halls. The draft TIP was also available for review at select area public libraries. Comment sheets were provided at all locations along with the draft copy to simplify the comment process. In addition, the draft TIP was available for online review through the Evansville MPO website.
- The draft FY 2020-2024 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 (one in Evansville and one in Henderson) were sited within Tier 1 Environmental Justice Population Areas identified in the Evansville MPO's Public Participation Plan.
- Staff members from the Evansville MPO presented the draft TIP to the Technical and Policy committees for comment at their January 10, 2019 (project listing only), and February 14, 2019 Evansville MPO meetings.
- Members of the Evansville MPO 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 Chapter 5. The Evansville 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 construction phases, followed by any remaining development phase should a funding balance be available. Additionally, prioritization is based upon the information from management systems and the ten FAST Act planning factors. The Evansville MPO prioritization process for locally allocated federal funds was updated in July 2016. The adopted process guides selection of new requests for Evansville MPO allocated federal funds with an emphasis on developing programs and projects that support achievement of the Metropolitan Transportation Plan 2045 (MTP 2045) Goals, Objectives and Targets. The Evansville 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 Evansville MPO that the funds are equitably split. The balance that the Evansville MPO 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 Evansville MPO 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 Evansville 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, both INDOT and KYTC set statewide targets for the required performance measures established by FHWA. The Evansville MPO elected to support these statewide targets, and set a few additional targets based on the MTP 2045 Goals and Objectives.

The Evansville MPO's data driven continuous Congestion Management Process (CMP) also contributes to the performance-based approach to project prioritization and selection. The Evansville MPO's CMP includes network and auto-oriented 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 2.1 demonstrates the link between MTP performance targets, categorized by the target's goal, and the local program of projects.

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 set as part of the Transportation Performance Management (TPM) process. Asset management targets for transit are established by the MPO and transit providers. INDOT, KYTC, MPOs and FHWA collaborated on the development of targets for the performance measures. The TIP and Statewide Transportation Improvement Program (STIP) have been modified to reflect this information, strengthening the connection between the planning process, and resultant project investments, to established national and local goals as needed.

INDOT and KYTC have initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plans (TAMP) provide detailed information on those initiatives, associated methods for prioritizing projects, goals, objectives and investment strategies, and resulting bridge and pavement conditions based on the 10-year spending plans. Each state also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides

**Table 2.1:
TIP Program and MTP 2045 Linkages**

Table 2.1: TIP Program and MTP 2045 Linkages				Quality of Life & Health	Economic Vitality	Environment	Safety & Security
Des/ Item #	Road	Limits	Type				
City of Evansville							
1383064	Covert Ave.	US 41 to I-69	Road Diet/Road Improvement				
1383066	Second St.	At Washington Ave	Intersection and Safety Improvements				
1801725	Second St.	Parrott/Jefferson Streets	Intersection and Safety Improvements				
1700400	Walnut St.	US 41 to Lincoln Park Dr – Phase 1	Road Diet/Road Improvement				
1801727	Walnut St.	Lincoln Park Dr. to Vann Ave. – Phase 2	Road Diet/Road Improvement				
1801726	Walnut St.	MLK Jr. Blvd to US 41 – Phase 3	Road Diet/Road Improvement				
1601824	Various Locations	City of Evansville Signal System	Signal Pre-emption for Fire Dept.				
1802795	Various Locations	City of Evansville Signal System	Replace/Upgrade Signal Heads				
1802798	Green River Rd./ Washington Ave.	Bellemeade to Covert/Green River Rd to Erie	Signal Modernization				
1802793	Green River Rd./First Ave.	At Vogel Rd./At Mill Rd.	Signal Modernization				
1601824	Various	Sign replacement program	Signs				
Vanderburgh County							
1592156	Columbia St. Bridge.	Over Pigeon Creek, 9th Ave and CSX	Bridge Rehabilitation or Repair				
1802048	Franklin St. Bridge	Over Pigeon Creek	Bridge Rehabilitation or Repair				
1802074	Oak Hill Rd.	Eastwood Dr. to Millersburg Rd.	Road Widening (TWLTL)				
Warrick County							
1401384	Bell Road	High Point Dr. to Telephone Rd.	Road Widening (TWLTL)				
1802049	Telephone Rd.	Bell Rd to Fuquay Rd.	Road Widening (TWLTL)				
1592154	Vann Road/Casey Road	Vann (SR 261 to Casey Rd.) Casey Rd. (Oak Grove Rd. to Vann Rd.)	Trail Construction				
City of Henderson							
N/A	Wathen Lane	US 60 to city limits	Upgrade				
N/A	Green River Road	Bend Gate Rd. to Osage Drive	Sidewalk				
Henderson County							
N/A							
Transit Providers							
Various	Operating						
Various	Capital						
Various	Bus Acquisition						

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.

the DOTs, MPOs, and other safety partners in addressing safety across the state. State DOT freight plans, long range transportation plans, 5 or 6-year highway plans also inform the TAMP and asset management processes. The INDOT Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies MPO and INDOT roles and responsibilities for transportation planning activities including the performance based planning processes.

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

Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP - April 2018) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through the Highway Safety Improvement Program (HSIP) are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

Similarly, for projects in Kentucky using NHPP, NHFP, and STBG funding (excluding urbanized area dedicated funds), along with State Construction funds, KYTC's Division of Planning uses a data-driven process to help prioritize projects for inclusion in the recommended Six-Year Highway Plan, which is submitted to the Kentucky General Assembly for approval. This process evaluates projects based on safety, congestion, and asset management considerations, among other factors, and therefore tends to elevate projects that will contribute toward the achievement of KYTC's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. Projects selected by the General Assembly for inclusion in the enacted Six-Year Highway Plan are added to the Kentucky STIP and each MPO's TIP, subject to fiscal constraint. In addition, projects specifically designed to make progress toward KYTC's bridge and pavement condition targets are identified by the Division of Maintenance

as described in KYTC's Transportation Asset Management Plan; projects funded through HSIP are selected by the Division of Traffic Operations and the Office of Highway Safety to make progress toward KYTC's safety improvement targets, as described in KYTC's Strategic Highway Safety Plan; and projects funded through the CMAQ program are selected to make progress toward meeting KYTC's emission reduction targets.

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, 2018 submission deadline. KYTC met the same submission standard for their measures and targets. Table 2.2 shows Safety Targets.

Rather than setting our own safety targets, the Evansville MPO has chosen to support the INDOT and KYTC safety targets as published in their respective Highway Safety Improvement Program (2017) Annual Reports. The MPO supports those targets by reviewing and programming all HSIP projects within the MPO boundary that are included in the INDOT and KYTC State Transportation Improvement Programs (STIPs).

In addition to HSIP specific projects, the TIP also includes transportation projects that are not primarily intended to address safety deficiencies, such as congestion reduction or operational improvements, but do address such deficiencies as part of the larger project. These projects often contribute to a safer roadway environment, reduce fatalities or serious injuries for all modes, as well as result in safer travel environments specifically for bicyclists and pedestrians.

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. The Evansville MPO moved to support both state's targets at the

**Table 2.2:
Safety Targets**

2019 Safety Targets	INDOT	KYTC
Number of Fatalities	889.6	737
Number of Serious Injuries	3,501.9	2,991
Fatality Rate (per 100M VMT)	1.087	1.50
Serious Injury Rate (per 100M VMT)	4.234	6.070
Number of Non-Motorized Fatalities and Serious Injuries	393.6	276.0

**Table 2.3:
Pavement Condition Targets**

Pavement Condition Targets	INDOT		KYTC	
	2-yr	4-yr	2-yr	4-yr
Percent of Interstate pavements in Good Condition	84.24	84.24		50.0
Percent of Interstate pavements in Poor condition	0.80	0.80		3.0
Percent of non-Interstate NHS pavements in Good condition	78.71	78.71	35.0	35.0
Percent of non-Interstate NHS pavements in Poor condition	3.10	3.10	6.0	6.0

**Table 2.4:
Bridge Condition Targets**

Bridge Condition Targets	INDOT		KYTC	
	2-yr	4-yr	2-yr	4-yr
Percent of NHS bridges by deck area classified in Good condition	48.32	48.32	35.0	35.0
Percent of NHS bridges by deck area classified in Poor condition	2.63	2.63	3.7	3.2

November 8, 2018 Policy Board Meeting. Tables 2.3 and 2.4 show the Pavement Condition and Bridge Condition Targets, respectively. The MPO supports those targets by reviewing and programming all pavement and bridge projects within the MPO boundary that contribute toward accomplishment of the state infrastructure performance measure target as included in the INDOT and KYTC State Transportation Improvement Programs (STIPs).

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. The Evansville MPO moved to support both state's targets at the November 8, 2018 Policy Board Meeting. Tables 2.5, 2.6 and 2.7 show the Reliability, Freight and CMAQ Targets respectively. The MPO supports those targets by reviewing and programming all system performance projects within the MPO boundary that contribute toward accomplishment of the state system performance measure target as included in the INDOT and KYTC State Transportation Improvement Programs (STIPs).

Transit Asset Management

Transit Asset Management (TAM) Targets must be set by each transit provider or TAM plan sponsor for each applicable asset class for the coming year. The MPO worked with METS and HART to develop initial targets in calendar year 2017 and updated them in the TAM Plan for 2018. Future target updates will be added to the TAM Plan annually. To the extent feasible, targets should be supported by data such as the most recent condition data and

**Table 2.5:
Travel Time Reliability Targets**

Travel Time Reliability Targets (% person miles reliable)	INDOT		KYTC	
	2-yr	4-yr	2-yr	4-yr
Level of Travel Time Reliability on Interstates	90.5	92.8	93.0	93.0
Level of Travel Time Reliability on non-Interstate NHS		89.8		82.5

**Table 2.6:
Truck Travel Time Reliability Targets**

Truck Travel Time Reliability Targets (Index)	INDOT		KYTC	
	2-yr	4-yr	2-yr	4-yr
Truck Travel Time Reliability on Interstates	1.27	1.24	1.25	1.25

**Table 2.7:
On-Road Mobile Source Emissions**

On-Road Mobile Source Targets (kg/day)	INDOT		KYTC	
	2-yr	4-yr	2-yr	4-yr
CMAQ volatile organic compounds (VOC)	1,600.00	2,600.00	100.00	200.00
CMAQ carbon monoxide (CO)	200.00	400.00		
CMAQ oxides of nitrogen (NO _x)	1,600.00	2,200.00	100.00	200.00
CMAQ project reduction particulate matter less than 10 microns (PM ₁₀)	0.30	0.50		
CMAQ project reduction particulate matter less than 2.5 microns (PM _{2.5})	20.00	30.00		

**Table 2.8:
TAM Performance Measures**

Asset Class	Performance Measure	Definition
Rolling Stock All revenue vehicles	Age	% of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Equipment Non-revenue vehicles	Age	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Facilities All buildings or structures	Condition	% of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale

**Table 2.9:
TAM Targets**

Asset Class			2017 Performance Metrics (% exceeding ULB)	2018 Target (% exceeding ULB)
Rolling Stock All revenue vehicles	Bus	METS	32%	20%
		HART	0%	0%
		Combined	32%	20%
	Cutaway	METS	58%	42%
		HART	13%	13%
		Combined	47%	34%
Equipment Non-revenue vehicles	Service Vehicles	METS	93%	93%
		HART	67%	67%
		Combined	89%	89%
Facilities All buildings or structures		METS	0%	0%
		HART	0%	0%
		Combined	0%	0%

reasonable financial projections for the future, but the overall end goal is for each transit provider to be in a system-wide state of good repair. Table 2.8 shows the definition of the TAM Targets, and Table 2.9 shows the combined 2018 TAM Targets for METS and HART and the end of year 2017 measures. See the TAM Plan for targets broken down by transit provider and for future updates.

5. 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 2045, 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.

6. Complete Streets Policy

The Evansville MPO 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 Evansville MPO 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 Evansville MPO 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.

7. 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:

- 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.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The Evansville MPO 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 2.1 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 2020-2024 TIP are distributed throughout the three county region and will not adversely impact areas of disadvantaged populations.

8. Conformity

The EPA published the 1997 8-hour ozone NAAQS on July, 18, 1997, (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2012, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). In the same Federal Register, USEPA formally designated Vanderburgh and Warrick Counties in attainment of the 2008 8-hour Ozone Standard. As such, USEPA no longer required that the Evansville MPO MTP and TIP demonstrate conformity to the 1997 8-hour Ozone Maintenance SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*”, 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Vanderburgh and Warrick Counties were maintenance areas for the 1997 ozone NAAQS and also designated attainment for the 2008 ozone NAAQS; therefore, per the *South Coast II* decision, a conformity determination is required for the 1997 ozone NAAQS on the MTP and TIP.

A conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s Transportation Conformity Guidance for the *South Coast II* Court Decision issued on November 29, 2018. The conformity determination is included in Chapter 8 of the MTP 2045.

9. 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

**Table 2.10:
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%

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:

- Significant change in scope of work; or
- Adding a project to, or removing a project from, the TIP; or
- A significant change in project or program cost, as shown in Table 2.10

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

- **Public Comment Period:** 15 day comment period¹.
- **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.

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

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:

- Splitting or combining projects without modifying the original project intent.
- Updating project cost estimates (within the original scope and intent) that do not impact fiscal constraint.
- 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 5.5 and 5.6 for Kentucky and Indiana respectively.
- Moving any identified project phase programmed for a previous year into a new TIP (rollover provision)².

Changes that do not require a TIP Modification include:

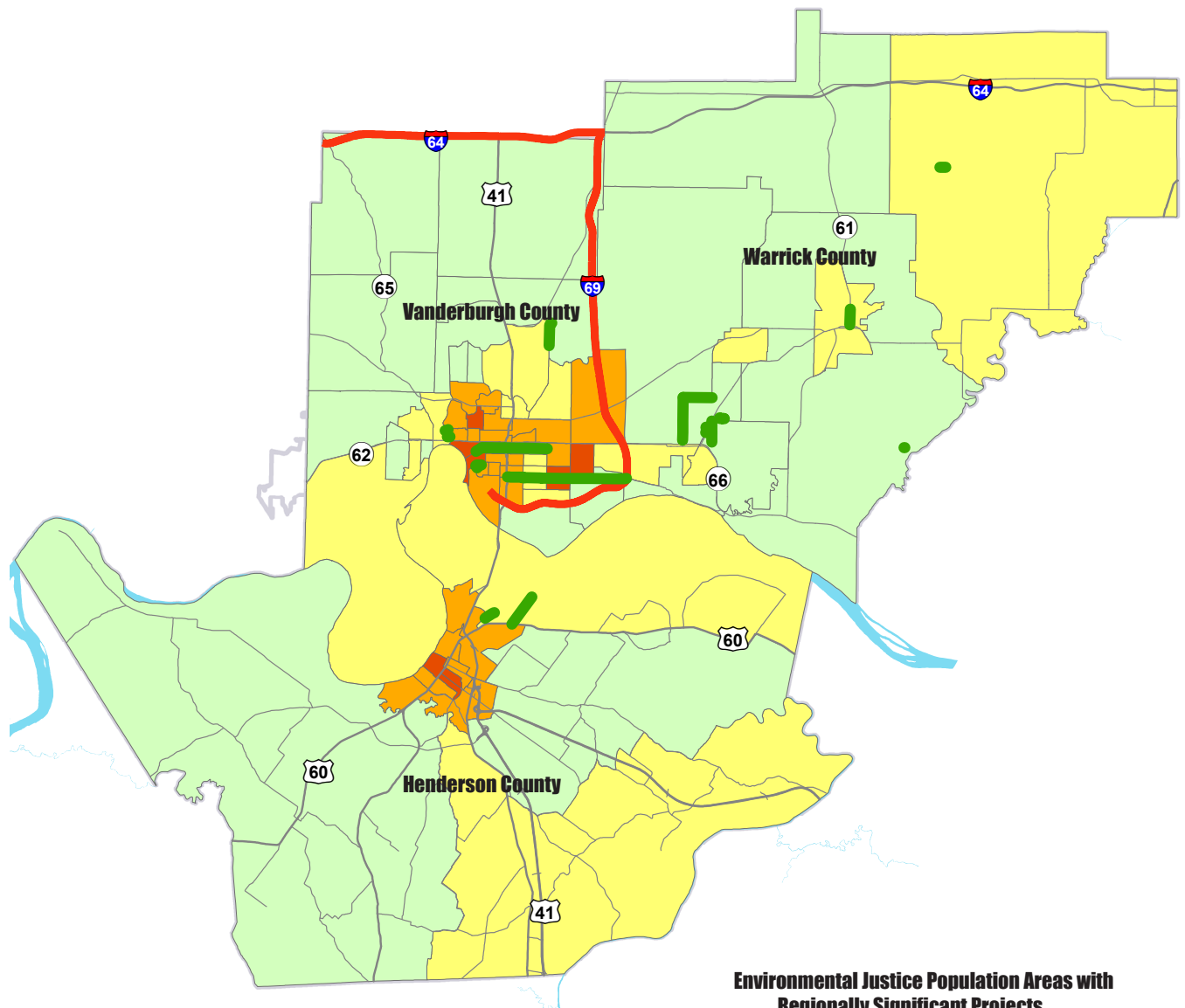
- Correcting obvious minor data entry/typographical errors and /or clerical edits
- Changing or clarifying elements of a project description without altering original project intent.
- Adding a designation number or project identification number to a project in the TIP that has no impact on fiscal constraint.

Administrative Modification Procedures

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

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 2.1:
FY 2020-2024 EJ Population Areas with Regionally Significant Projects



**Environmental Justice Population Areas with
Regionally Significant Projects**

- Local Program of Projects
- Environmental Justice Population Areas**
- Tier 1
- Tier 2
- Tier 3
- General Outreach

Page intentionally left blank.

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, and local transportation funds supporting the TIP program of projects. Current and projected funding and revenue levels in the Evansville MPO Planning Area is also reviewed.

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.

FUNDING THE TIP

03



Federal Funds

Federal transportation funding is authorized through the federal transportation funding bill (FAST Act), as described in Chapter 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 2020-2024 TIP is demonstrated in Table 3.1. In accordance with federal requirements, federal funds within the first four years of the TIP 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:

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.

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 STBG 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, the set-aside funds are noted, as applicable, as an add-on to the STBG funding notation (STBG-TA, Rec, B).

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 for interstate construction and maintenance, which receive 90% federal obligation, while all other STBG funds receive 80% obligation.

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 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

Table 3.1:
Local Program Federal Fiscal Constraint

Funding Source	All amounts in thousands					TIP Total
	2020	2021	2022	2023	2024	
Indiana LPA Program of Projects						
MPO Attributable						
STBG-U	\$ 3,950	\$ 3,950	\$ 3,950	\$ 3,950	\$ 3,950	\$ 19,750
HSIP	\$ 1,003	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 5,003
CMAQ	\$ 1,476	\$ 1,470	\$ 1,470	\$ 1,470	\$ 1,470	\$ 7,356
STBG -TA	\$ 334	\$ 330	\$ 330	\$ 330	\$ 330	\$ 1,654
Prior Year Balance	\$ 10,752	\$ -	\$ -	\$ -	\$ -	\$ 10,752
Subtotal	\$ 17,515	\$ 6,750	\$ 6,750	\$ 6,750	\$ 6,750	\$ 44,515
State Attributable						
STBG-R	\$ 489	\$ 840	\$ 3,948	\$ 1,567	\$ 2,816	\$ 9,660
Subtotal	\$ 489	\$ 840	\$ 3,948	\$ 1,567	\$ 2,816	\$ 9,660
Note: Indiana HSIP includes \$215,000 annual STBG penalty funding.						
Kentucky LPA program of projects						
MPO Attributable						
SHN (STBG)	\$ 684	\$ 684	\$ 684	\$ 684	\$ 684	\$ 3,420
TA	\$ 39	\$ 39	\$ 39	\$ 39	\$ 39	\$ 195
CRRSAA	\$ -	\$ 273	\$ -	\$ -	\$ -	\$ 273
RTP	\$ -	\$ 37	\$ -	\$ -	\$ -	\$ 37
Prior Year Balance	\$ -	\$ 754	\$ 2,467	\$ -	\$ -	\$ 3,221
Subtotal	\$ 723	\$ 1,787	\$ 3,190	\$ 723	\$ 723	\$ 7,109
Transit Funding						
Sec 5307	\$ 2,710	\$ 2,757	\$ 2,799	\$ 2,841	\$ 2,883	\$ 13,990
Sec 5339	\$ 280	\$ 290	\$ 300	\$ 310	\$ 320	\$ 1,500
Sec 5310	\$ 240	\$ 245	\$ 250	\$ 255	\$ 260	\$ 1,250
Sec. 5311	\$ 1,405	\$ 1,405	\$ 1,405	\$ 1,405	\$ 1,405	\$ 7,025
Subtotal	\$ 4,635	\$ 4,697	\$ 4,754	\$ 4,811	\$ 4,868	\$ 23,765
Local Project Federal Funding (Indiana & Kentucky)						
Source	2020	2021	2022	2023	2024	total
Available Federal	\$ 23,362	\$ 14,074	\$ 18,642	\$ 13,851	\$ 15,157	\$ 85,049
Programmed Federal	\$ 22,715	\$ 14,017	\$ 18,252	\$ 12,495	\$ 18,105	\$ 85,584

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.

Highway Safety Improvement Program (HSIP)

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.

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 3.2 summarizes local revenues and federal fund matching costs for the five

Table 3.2:
Local Fiscal Constraint and Operations/Maintenance

	Projected Local Revenues 2020-2024	Programmed Local Matching Costs 2020-2024	Revenues Available for Operations/Maintenance
Indiana			
Vanderburgh County	\$ 47,910,242	\$ 13,998,200	\$ 33,912,042
City of Evansville	\$ 39,385,385	\$ 7,655,800	\$ 31,729,585
METS	\$ 22,308,534	\$ 18,859,000	N/A - Operations and Maintenance included in programmed costs
Warrick County	\$ 26,245,132	\$ 5,476,200	\$ 20,768,932
City of Boonville	\$ 2,066,025	\$ 729,600	\$ 1,336,425
Town of Lynnville	\$ 229,316	\$ 191,800	\$ 37,516
Kentucky			
Henderson County	\$ 11,233,272	\$ -	\$ 11,233,272
City of Henderson	\$ 3,376,753	\$ 886,283	\$ 2,490,470
HART	\$ 3,557,365	\$ 3,555,000	N/A - Operations and Maintenance included in programmed costs

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.

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.

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.

Cumulative Bridge Fund

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

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.

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.

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.

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 five 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 3.1 shows the forecasted FTA funding available for METS, HART and non-profits. Table 3.2 shows the forecasted local funding and matching costs for METS.

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 3.1 shows the forecasted FTA funding available for HART, METS and non-profits. Table 3.2 shows the forecasted local funding and matching costs for HART.

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 2020 through 2024.

FTA funding programs employed to fund local public transit include:

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.

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.

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.

Section 5339 Bus and Bus Facilities Formula Funding Program

These funds are available to replace, rehabilitate and/or 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.

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 Administration. 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 2020-2024 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 2045), 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.

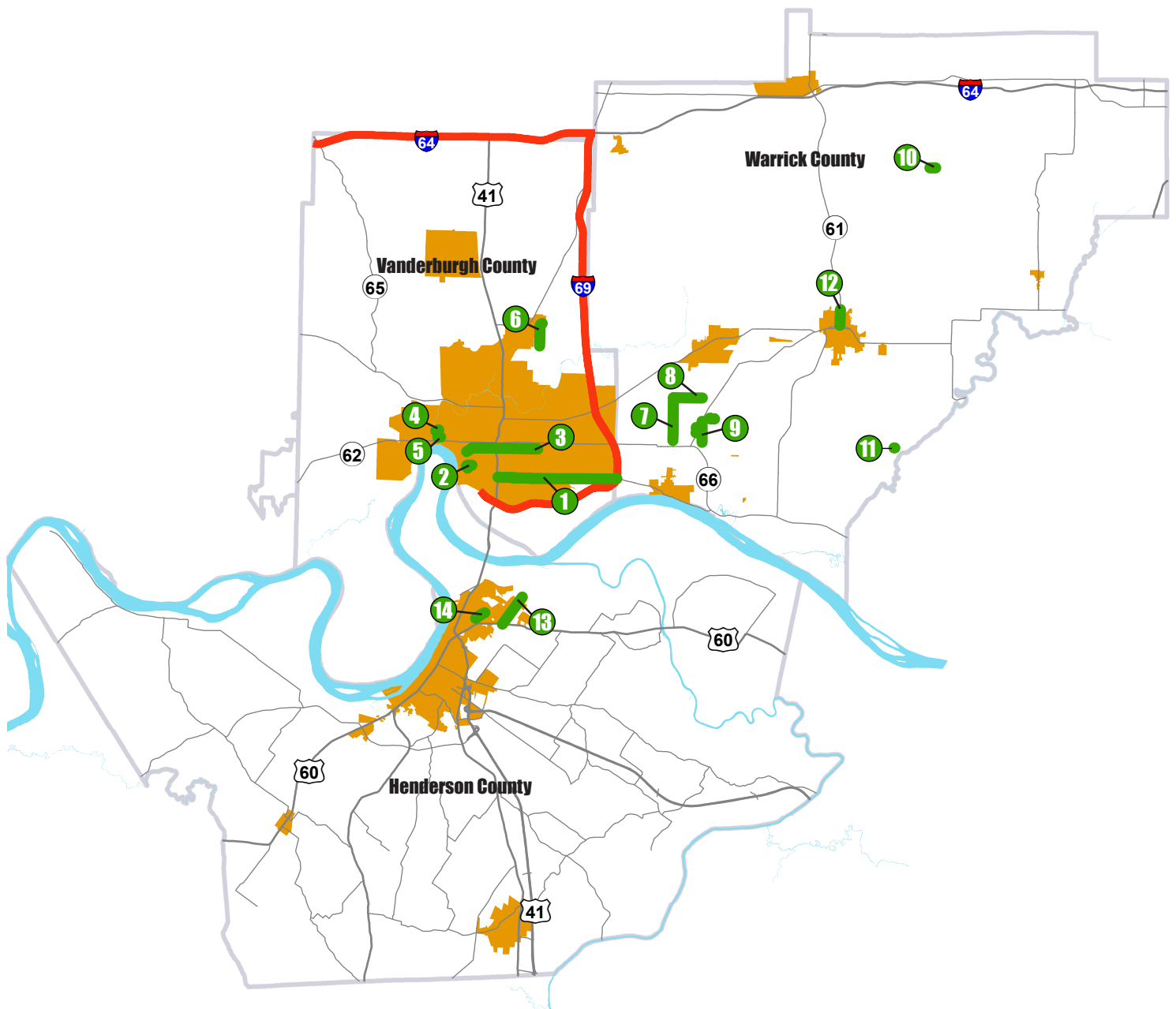
LOCAL PROGRAM OF PROJECTS



Local Program of Projects

Figure 4.1 illustrates the local program of projects scheduled for the TIP period. For projects generated by the MTP 2045, the transportation plan project identification number is provided in parentheses in the list on page 31. Pages 32-35 provide project details and total construction costs that are included within the 5-year program. Figures 4.2 through 4.6 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 4.1:
FY 2020-2024 Local Program of Projects



City of Evansville

- 1 **Covert Avenue:** US 41 to I-69 (25-2)
- 2 **Second Street:** Washington Ave. and the Parrett St./Jefferson Ave. intersection
- 3 **Walnut Street:** Martin Luther King Jr. Boulevard to Vann Avenue (25-5)

Vanderburgh County

- 4 **Columbia/Delaware Street:** Bridge over Pigeon Creek
- 5 **Franklin Street:** Bridge over Pigeon Creek
- 6 **Oak Hill Road:** Eastwood Drive to Millersburg Road (25-12)

Warrick County

- 7 **Bell Road:** High Pointe Drive to Telephone Road (25-13)
- 8 **Telephone Road:** Bell Road to Fuquay Road (25-15)
- 9 **Vann Road/Casey Road:** SR 261 to Casey Road and Oak Grove Road to Vann Road
- 10 **Shilo Road Bridge:** Bridge over Barren Fork Creek
- 11 **Myers Road Bridge:** Bridge over Caney Creek

City of Boonville

- 12 **Third Street:** Sycamore Street to 460 feet past Olive Street

City of Henderson

- 13 **Wathen Lane:** SR 60 to Henderson city limits (25-17)
- 14 **Green River Road:** Bend Gate Road to Osage Drive

Projects Not Mapped:

City of Evansville

Green River Road and Vogel Road; First Avenue and Mill Road: \$387,000

Signal modernization project to improve efficiency at the intersections. Construction is programmed in FY 2022.

Sign Replacement Program: \$829,000

Sign replacement program to meet federal retroreflectivity requirements. Construction is programmed in FY 2020.

Replacement of Signal Heads: \$497,000

Replace 8 inch signal heads with 12 inch signal heads in the City of Evansville signal system. Construction is programmed in FY 2021.

Green River Road: Bellemeade Avenue to Covert Avenue (not mapped): 1,395,000

Signal modernization on Green River Road and a portion of Washington Avenue. Construction is programmed in 2021

Signal Preemption: \$4,432,000

Signal preemption for the City of Evansville fire department including all signals in the department's service area. Construction is programmed in FY 2021.

Vanderburgh County

County Bridge Inspections: \$148,000

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

Mill Road Overpass: \$5,500,000

Construction of a railroad overpass over CSX Railroad west of Kratzville Road.

Warrick County

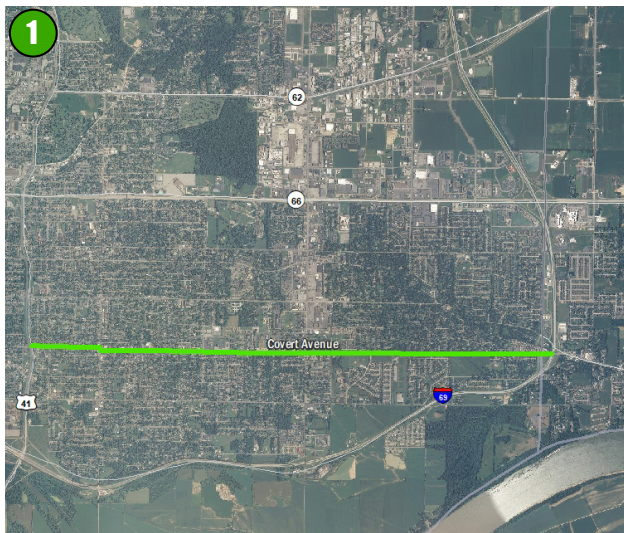
County Bridge Inspections: \$176,000

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

City of Evansville

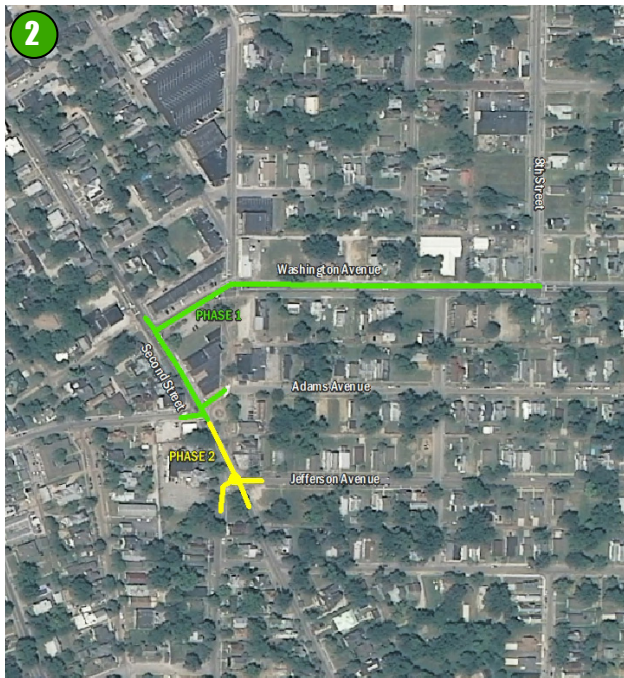
1 **Covert Avenue:** US 41 to I-69 (25-2) - \$4,564,000

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



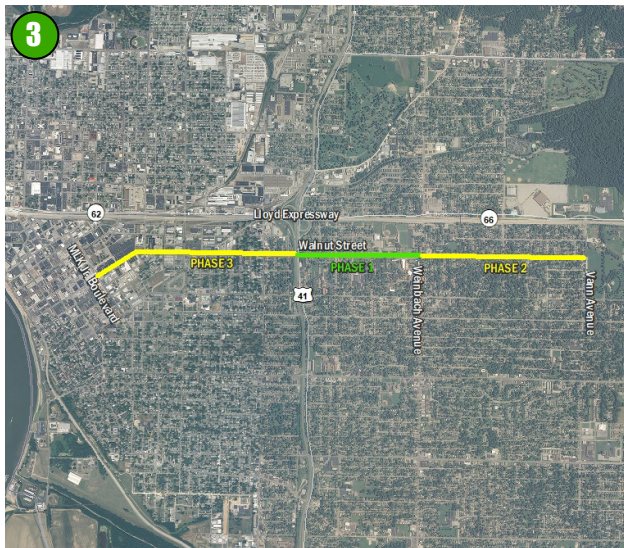
2 **Second Street:** Intersection of Washington Ave and the Parrett St/Jefferson Ave. Intersection - Phase 1 - \$1,701,000

The project will be completed in two phases: Phase 1 includes improvements at the Washington Avenue – 2nd Street intersection and along Washington Avenue to 8th Street. Phase 2 is a roundabout at 2nd/Parrett/Jefferson. Construction for Phase 1 is programmed in FY 2020.



3 **Walnut Street:** Martin Luther King, Jr. Blvd. to Vann Ave. (25-5) - \$16,342,000 (total)

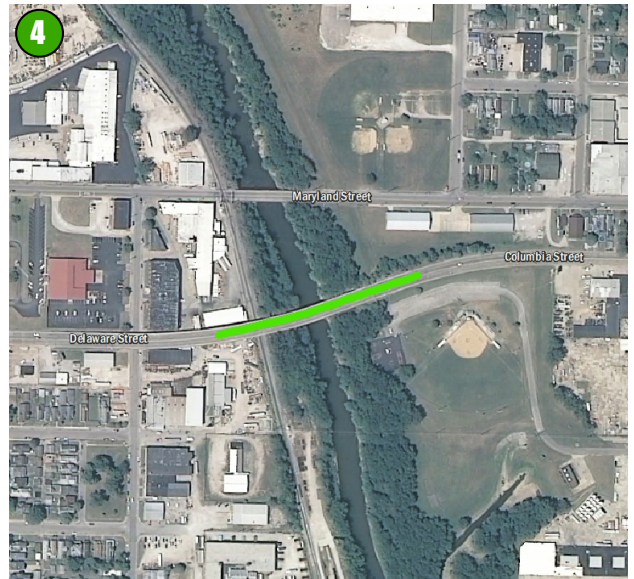
A road diet conversion (four lanes to three) and multimodal corridor upgrades from Martin Luther King Jr. Boulevard to Vann Avenue. Project will be completed in three phases. Construction is programmed in FY 2020, 2022, and 2023.



Vanderburgh County

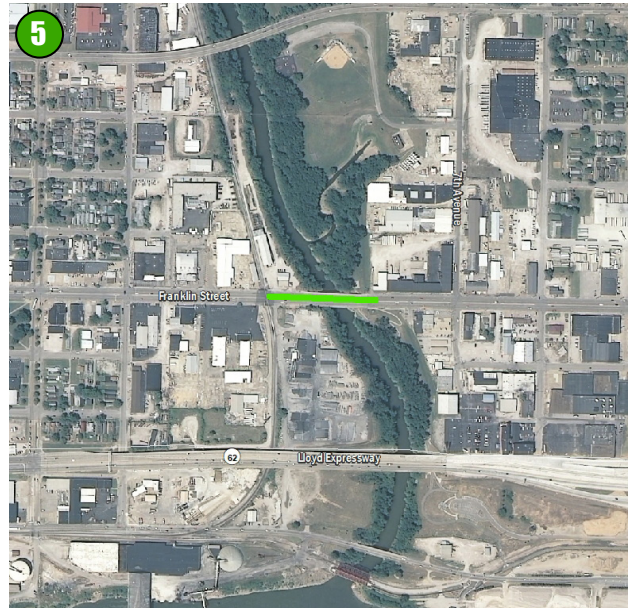
4 **Columbia/Delaware Street:** Bridge over Pigeon Creek - \$3,385,000

This project will rehabilitate the bridge structure. This project is programmed for construction in FY 2020.



5 **Franklin Street:** Bridge over Pigeon Creek - \$1,793,000

This project will rehabilitate the bridge structure. This project is programmed for construction in FY 2022.



6 **Oak Hill Road:** Eastwood Dr. to Millersburg Rd. (25-12) - \$6,050,000

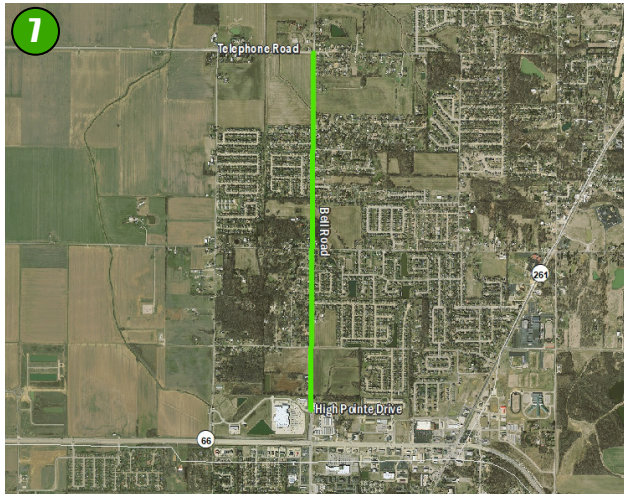
Road reconstruction to maintain efficiency and safety. The project will include a three-lane cross section with bike and pedestrian accommodations. Construction is programmed in FY 2024.



Warrick County

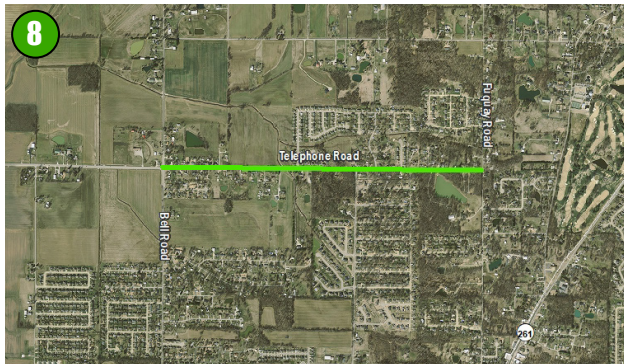
7 **Bell Road:** High Pointe Dr. to Telephone Rd. (25-13) - \$7,775,000

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.



8 **Telephone Road:** Bell Rd. to Fuquay Rd. (25-15) - \$4,150,000

The reconstruction of Telephone 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 bike and pedestrian accommodations. This project is programmed for construction in FY 2024.



9 **Vann Road/Casey Road:** SR 261 to Casey Rd. and Oak Grove Rd. to Vann Rd. - \$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.



10 **Shilo Road Bridge:** Bridge over Barren Fork Creek - \$1,294,000

This project will replace the bridge structure and improve the alignment of the approach roadways. Construction is programmed in FY 2022. (See Figure 4.1 on page 30 for project location.)

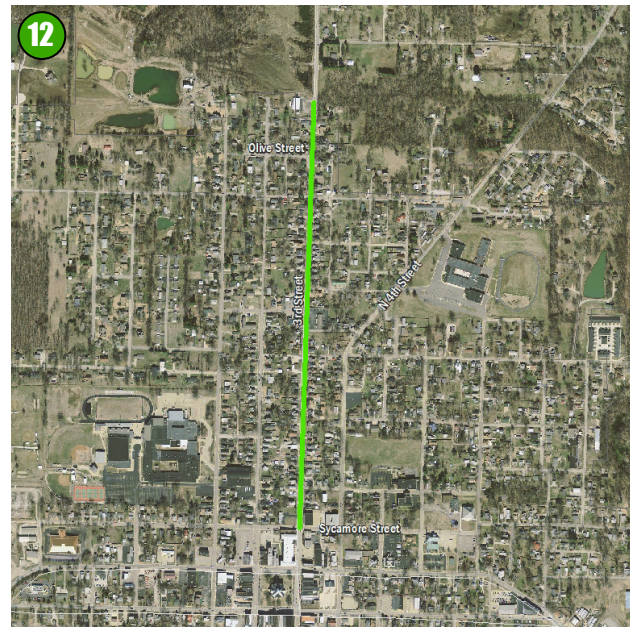
11 **Myers Road Bridge:** Bridge over Caney Creek - \$3,767,900

This project will replace the bridge structure that is 0.42 mi west of Bullocktown Road. The project is programmed for construction in FY 2024. (See Figure 4.1 on page 30 for project location.)

City of Boonville

12 **Third Street:** Sycamore Street to 460 ft. past Olive St. - \$3,100,000

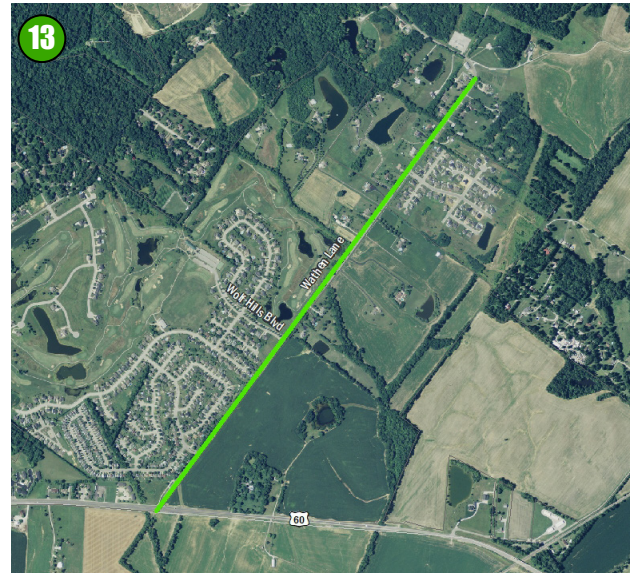
The proposed project would reduce the width of the existing travel way, add new curb and gutters along with drainage structures, increase green buffer strips, and add new sidewalks and ADA compliant access ramps at all intersections. Lighting of the roadway and the sidewalks will be added to improve safety for both the motorists and the pedestrians. This project is programmed for construction in FY 2022.



City of Henderson

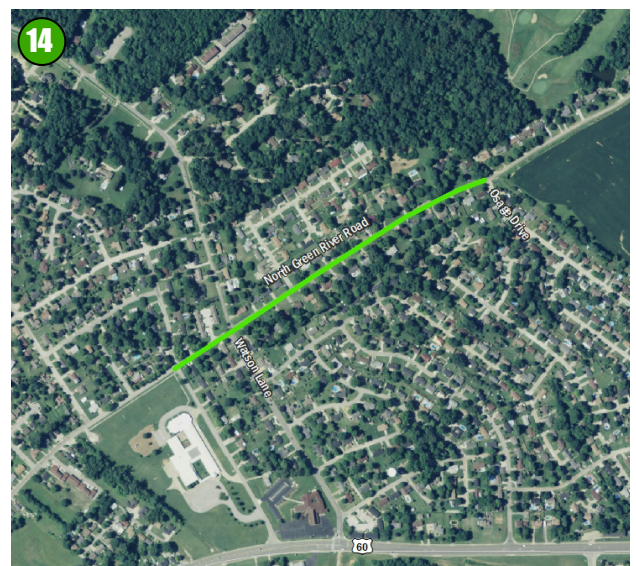
13 **Wathen Lane:** SR 60 to Henderson City Limits (25-17) - \$3,300,000

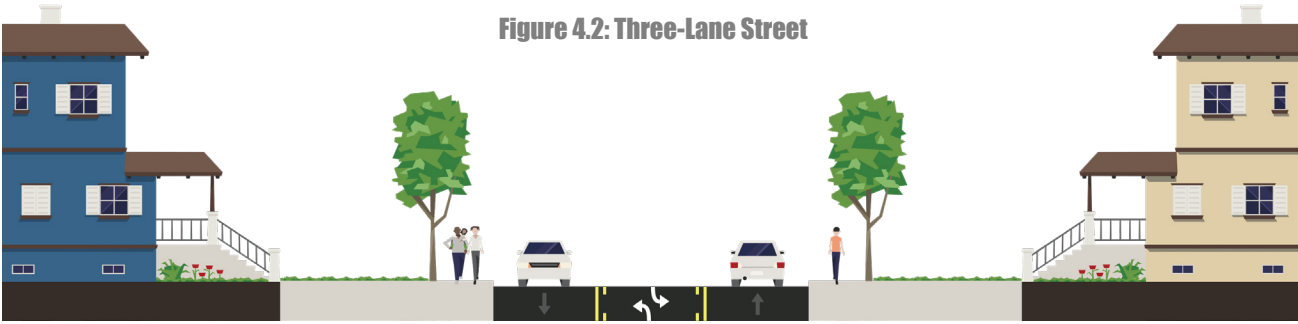
Wathen Lane serves residential areas east of Henderson and is utilized as alternate route for through traffic on the city's northeast side. The reconstruction will provide an improved facility and will include sidewalks. Consideration should be given to providing intersection turn lanes where needed. This project is programmed for construction in FY 2022.



14 **Green River Road:** Bend Gate Rd. to Osage Dr. - \$240,000

The reconstruction will provide an improved facility and will include sidewalks. This project is programmed for construction in FY 2020.





Public Transit Providers

Metropolitan Evansville Transit System (METS)

The program of projects for METS for the TIP period includes operating assistance, capital projects, and planning assistance. Table 4.1 shows the program of projects for METS and programmed amounts for FY 2020 and 2021.

Table 4.1:
Program of Projects - METS

		2020	2021
Operating Assistance	Operating assistance includes funding to operate METS' fixed route and paratransit service, including bus driver and administration salaries and benefits, fuel purchases, and any other items necessary to operate. Sources of funding include Section 5307 funds, INDOT PMTF funds, and a local match.	\$5,450,000	\$5,500,000
Capital Assistance	Capital assistance includes preventive maintenance activities and bus and bus facilities improvements. The improvements could include, but are not limited to security cameras, fencing, and small equipment, major renovations at the main terminal, maintenance garage or administration building, and new bus stop shelters and sidewalk improvements. Sources of funding include Section 5307 funds, Section 5339 funds, and a local match.	\$2,378,000	\$2,425,000
Planning Assistance	Planning assistance includes funding for the Evansville MPO to initiate short range transit planning projects, including TIP updates and grant development. Sources of funding include Section 5307 funds and a local match.	\$12,500	\$12,500
Vehicle Acquisition	METS can use Section 5307, Section 5339, Section 5310, and CMAQ funding to assist in acquiring new fixed route and paratransit buses. A 20% local match is required for bus acquisitions.	\$532,000	\$532,000
Total Costs	Total costs include all operating, capital, planning, and vehicle acquisition costs, after subtracting fare box revenues from operating expenses.	\$8,372,500	\$8,469,500

Henderson Area Rapid Transit (HART)

The program of projects for HART for the TIP period includes operating assistance, capital projects, and planning assistance. Table 4.2 shows the program of projects for HART and programmed amounts for FY 2020 and 2021.

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 Warrick County Council on Aging also purchased a bus that is anticipated to be delivered early in 2019. 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.

Table 4.2:
Program of Projects - HART

		2020	2021
Operating Assistance	Operating assistance includes funding to operate HART's fixed route service, including bus driver and administration salaries and benefits, fuel purchases, and any other items necessary to operate. Sources of funding include Section 5307 funds and a local match.	\$839,000	\$855,000
Capital Assistance	Capital assistance includes preventive maintenance activities, ADA complementary service, and bus and bus facilities improvements. The improvements could include, but are not limited to security cameras, fencing, and small equipment, major renovations at the maintenance garage/ administration building, and new bus stop shelters and sidewalk improvements. Sources of funding include Section 5307 funds, Section 5339 funds, a 10% State match and a local match.	\$627,000	\$639,000
Planning Assistance	Planning assistance includes funding for the Evansville MPO to initiate short range transit planning projects, including TIP updates and grant development. Sources of funding include Section 5307 funds and a local match.	\$12,500	\$12,500
Vehicle Acquisition	HART can use Section 5307, Section 5339 and Section 5310 funding to assist in acquiring new fixed route and paratransit buses. A 20% local match is required for bus acquisitions.	\$70,000	\$125,000
Total Costs	Total costs include all operating, capital, planning, and vehicle acquisition costs, after subtracting fare box revenues from operating expenses.	\$1,548,500	\$1,631,500

TIP PROJECT DETAILS & SCHEDULE

05



The Fiscal Year 2020-2024 TIP calls for the advancement of a variety of projects and programs at a total cost of approximately \$341 million. The federal share of the total is approximately \$229 million, the state share is approximately \$59 million, and the local share is approximately \$53 million.

Major Projects Update

Completed Projects

The projects listed in Table 5.1 have been completed (or are currently under construction/ implementation as appropriate to project type) since the FY 2018-2021 TIP was approved.

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

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 2020-2024. In addition to providing the year(s) of funding, funding type(s), and funding obligation(s), these schedules also provide the information shown in Table 5.2. Table 5.3 shows funding codes.

Table 5.1:
Completed Projects Since the FY

Project	Type/Limits	Status
Weinbach Avenue	Road diet from Pollack Ave. to Walnut St.	Under Construction
Hi-Rail Corridor	Greenway trail from Riverside Dr. to Walnut St.	Completed
Mid Levee Connection	Greenway trail from Heidelbach Ave. to Stringtown Rd.	Under Construction
Green River Road	Widening from Kansas Rd. to Boonville-New Harmony Rd.	Under Construction
Lincoln Ave. Sect. 3	Widening from east of Bell Rd. to Lenn Rd.	Completed
Oak Grove Rd. Sect. 3	Widening from Bell Rd. to SR 261	Under Construction
Rivertown Trail	Multi-use trail from Yorkshire Dr. to Pollack Ave./SR 662	Under Construction
US 41 (Fix for 41)	Vietnam Gold Star Bridge over the Ohio River	Under Construction
SR 61 Connector	SR 61 west of Boonville to SR 61 north of Boonville	Completed

Table 5.2:
How to Read the Project Listings

Route:	The name of the road/intersection on/at which the project is located, if applicable.
Project limits:	Describes the project location in more detail.
Des#/Item#:	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.
Planning reference:	Planning source for the project including the Metropolitan Transportation Plan 2045 (MTP 2045) reference if applicable.
Map ID:	Reference for project location map located in chapter 4.
Length:	Project length, if applicable.
Federal funding source:	The project's federal funding program, if applicable.
Amendment/modification date:	The date of the most recent amendment or modification for a project, if applicable.
Description:	Description of the project including, but not limited to, the type of work, additional location details and associated projects.
PE:	Preliminary engineering including planning activities.
RW:	Right-of-way engineering and/or acquisition.
CN:	Construction activities including construction engineering and/or actual construction, utility construction related costs (Indiana), railroad construction related costs.
U:	Utility relocation (Kentucky)

Table 5.3:
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
STBG, STBG-U, STBG-R, SHN	Surface Transportation Block Grant Program (STBG): U = EMPO (Group I), R = Rural (Group III or IV)
STBG-TA	Transportation Alternatives Set-aside
STBG-Rec	Recreational Trails Program Set-aside
STBG-B	Bridge Funds Program Set-aside
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 5.4:
TIP Projects Listing

Sponsor: Evansville MPO											
Project Des#	Federal Funding Source	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share
	Description:	2020		2021	2022	2023	2024				
HSIP UPWP Planning Activities	HSIP		PE	\$100	\$100	\$100	\$100	\$100		\$ 500	\$ -
Various	Includes Des# 1801268, 2001060										
STBG UPWP Planning Activities	STBG	3/4/2021	PE	\$149	\$158	\$125	\$125	\$125		\$ 546	\$ 136
Various	Includes Des# 1801268, 2001060										
			PE	\$ 249	\$ 258	\$ 225	\$ 225	\$ 225	\$ -	\$ 1,046	\$ 136
			Total	\$ 249	\$ 258	\$ 225	\$ 225	\$ 225	\$ -	\$ 1,046	\$ 136
			Federal	\$ 219	\$ 226	\$ 200	\$ 200	\$ 200	\$ -	\$ 1,046	
			Local	\$ 30	\$ 32	\$ 25	\$ 25	\$ 25	\$ -		\$ 136

Table 5.4:
TIP Projects Listing Cont.

Sponsor: Indiana Department of Transportation											
Route	Project Limits	Map ID Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
Des#	Planning Reference			2020	2021	2022	2023	2024			
Length:	Federal Funding Source										
Description:											
Vanderburgh County											
US 41	Intersection with Hillsdale Rd., 2.04 mi. N of SR 57		PE							\$ -	\$ -
1400005			RW		\$11					\$ 9	\$ 2
0.105 mi.	NHPP, STBG, HSIP	8/13/20, 7/30/21	CN			\$2,432				\$ 2,189	\$ 243
Contract 37845; Intersection improvement project											
SR 62	Over CSX RR, 4.19 mi. W of US 41		PE							\$ -	\$ -
1500041			RW							\$ -	\$ -
n/a	NHPP	4/9/2020	CN							\$ -	\$ -
Contract 38710; Bridge replacement. Includes SR 62 over Carpenter Creek, 4.43 mi. W of US 41; SR 62 over Over Tekoppel Ave., 4.09 mi. W of US 41											
SR 66	Intersection with Green River Rd., 2.2 mi. W of I-69		PE							\$ -	\$ -
1601009			RW							\$ -	\$ -
n/a	NHPP		CN	\$13	\$185					\$ 158	\$ 40
Contract 39922; Interchange modification, WB off ramp.											
US 41	Intersection with Lynch Rd., 1.0 mi. N of SR 66		PE							\$ -	\$ -
1601011			RW	\$20						\$ 16	\$ 4
n/a	NHPP	11/14/2019	CN	\$15	\$1,336					\$ 1,081	\$ 270
Contract 39923; Intersection improvement with turn lanes											
SR 62	University Pkwy. bridge over SR 62, 7.5 mi. W of US 41		PE							\$ -	\$ -
1602248			RW							\$ -	\$ -
n/a	NHPP		CN	\$957						\$ 766	\$ 191
Contract 40075; Bridge thin deck overlay.											
SR 62	Pedestrian Walk at SR 62 EB/WB		PE	\$112						\$ 90	\$ 22
1702066			RW							\$ -	\$ -
n/a	NHPP	11/14/19; 8/13/20	CN							\$ -	\$ -
Contract 40560; Bridge replacement											
US 41	Vietnam Gold Star Bridge over Ohio River		PE		\$300					\$ 240	\$ 60
1702658			RW							\$ -	\$ -
n/a	NHPP		CN							\$ -	\$ -
Contract 40789; Inspection of northbound and southbound Ohio River bridges											
SR 66	Over Little Creek, 1.68 miles W of SR 65		PE							\$ -	\$ -
1592949			RW							\$ -	\$ -
n/a	STBG		CN		\$785					\$ 628	\$ 157
Contract 41137; Bridge deck overlays											
SR 62	Over First Ave, RR, Parking, 1.72 mi W of US 41, WBL		PE							\$ -	\$ -
1801127			RW							\$ -	\$ -
n/a	NHPP		CN	\$3,071						\$ 2,457	\$ 614
Contract 41167; Bridge thin deck overlay											
US 41	From SR 66/SR 62 (Lloyd) to 0.02 mi S of N Jct SR 66 (Diamond)		PE							\$ -	\$ -
1601066			RW			\$760				\$ 608	\$ 152
8.0 mi.	NHPP	4/9/2020, 8/13/20	CN			\$560	\$15,388			\$ 12,758	\$ 3,190
Contract 41410; Pavement Replacement											
SR 65	Over I-64 EB/WB lanes, 2.61 mi S of SR 68		PE							\$ -	\$ -
1800142			RW							\$ -	\$ -
n/a	STBG		CN				\$4,271			\$ 3,417	\$ 854
Contract 41457; Bridge Replacement, Concrete											
US 41	Vietnam Gold Star Bridge over Ohio River		PE							\$ -	\$ -
1601737			RW							\$ -	\$ -
0.945 mi.	NHPP		CN	\$70						\$ 56	\$ 14
No Contract Number; State police additional patrols for "Fix For 41" project											
I-64	From 0.6 mi. W of SR 165 to 3.32 mi. E fo SR 65.		PE							\$ -	\$ -
1601990			RW							\$ -	\$ -
9.652 mi.	NHPP		CN	\$7,596						\$ 6,836	\$ 760
Contract 40042; Pavement, hot mix asphalt overlay, preventive maintenance.											
SR 62/SR 66	From 4.59 mi W (Rosenberger) to 2.72 mi W of S Jct US-41 (Wabash)		PE	\$7,019						\$ 5,615	\$ 1,404
1900308		7/11/19, 4/9/20, 7/30/21	RW			\$64	\$300			\$ 291	\$ 73
1.85 mi.	NHPP		CN	\$285				\$68,756		\$ 55,233	\$ 13,808
Contract 42287; Road Reconstruction and Intersection Improvements at Rosenberger, St Joe, Vann, Burkhardt, & Cross Point; Bridge Replacements at CSX Railroad, Carpenter Creek and Tekoppel Ave. and the pedestrian bridge over SR 62 at St Joe.; includes Des# 1500041, 1600060, 1602258, 1702066, 1900263, 1900264, 1900268, 1900292, 1900317											
I-64	Over Abandoned N & S Railroad, 0.82 mi E SR-65		PE	\$313	\$119		\$20			\$ 407	\$ 45
1900099			RW							\$ -	\$ -
n/a	NHPP	7/11/19, 4/9/20	CN					\$3,485		\$ 3,137	\$ 349
Contract 42187; Bridge Deck Replacement											
US 41	1.80 mi N Jct SR-57		PE	\$368			\$60			\$ 342	\$ 86
1900273			RW							\$ -	\$ -
n/a	NHPP	7/11/2019	CN					\$2,536		\$ 2,029	\$ 507
Contract 42185; Small Structure Replacement											

**Table 5.4:
TIP Projects Listing Cont.**

Sponsor: Indiana Department of Transportation											
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Source	Map ID Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
				2020	2021	2022	2023	2024			
Various	Various locations on US 41, I-69 and SR 61		PE							\$ -	\$ -
1900772			RW							\$ -	\$ -
n/a	NHPP	7/11/2019	CN			\$3,520				\$ 2,816	\$ 704
Contract 42109; Bridge Thin Deck Overlays											
Various	Various locations on SR 57 and I-69		PE							\$ -	\$ -
1900540			RW							\$ -	\$ -
n/a	NHPP	7/11/2019	CN		\$1,457					\$ 1,311	\$ 146
Contract 42145; Bridge Painting											
SR 66 and Various	Various locations in the Vincennes District		PE							\$ -	\$ -
1901658			RW							\$ -	\$ -
n/a	NHPP	7/22/2019	CN	\$969						\$ 775	\$ 194
Contract 42125; Grouped Projects (Pavement Preservation) Patch and Rehab Pavement.											
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
1602166			RW							\$ -	\$ -
n/a	HSIP	7/22/2019	CN	\$1,071						\$ 964	\$ 107
Contract 39987; Grouped Project (Signing, marking, striping, and rumble strips) Curve Sign and Marking Visibility Improvements											
US 41	At the ISRR Crossing, #539796S		PE							\$ -	\$ -
1700587			RW							\$ -	\$ -
n/a	Section 130 funding	7/22/2019	CN	\$407						\$ 407	\$ -
No Contract number; Grouped Project (Railroad crossing protection) Section 130 Railroad Safety Project											
Various	Various locations on I-64 and I-69		PE			\$528				\$ 528	\$ -
1902845			RW							\$ -	\$ -
n/a	HSIP	3/11/2021	CN				\$5,826			\$ 5,826	\$ -
Contract 42653; Install Lighting and ITS Equipment; Includes Des# 1902848, 2002551											
SR 66	Various intersections		PE	\$160						\$ 144	\$ 16
1902861			RW							\$ -	\$ -
n/a	HSIP	1/9/2020	CN							\$ -	\$ -
Contract 42655; Added turn lanes at the New Harmony Rd, Mill Rd, Happe Rd, and Detroy Rd intersections.											
SR 62	Barker Ave. bridge over SR 62, 3.6 mi. W of US 41		PE		\$110					\$ 88	\$ 22
2000701			RW							\$ -	\$ -
n/a	STBG	3/12/2020	CN				\$520			\$ 416	\$ 104
Contract 42725; Bridge Rehabilitation											
SR 57	From S Jct. of I-69 to 0.8 mi N of S Jct. of I-69		PE		\$48					\$ 38	\$ 10
2001114			RW							\$ -	\$ -
n/a	STBG	4/9/2020	CN					\$340		\$ 272	\$ 68
Contract 42787; Pavement project											
US 41	Bridge over Pigeon Creek, 0.37 mi N of SR 66		PE		\$255					\$ 204	\$ 51
2000514			RW							\$ -	\$ -
0.79 mi.	STBG	8/13/2020	CN			\$10,502				\$ 8,402	\$ 2,100
Contract 43148; includes Des# 2001766 for pavement replacement from 0.02 mi S to 0.74 mi N of SR 66N Jct. (Diamond Ave)											
I-69	At the US 41 interchange		PE							\$ -	\$ -
2001839			RW							\$ -	\$ -
n/a	STBG	8/3/2020	CN				\$1,650			\$ 1,320	\$ 330
Contract 43171; Grouped Project (Traffic signal system improvement and lighting) Lighting installation project											
I-64 & I-69	Various locations in Vanderburgh and Pike Counties		PE			\$1,691				\$ 1,353	\$ 338
2001914			RW							\$ -	\$ -
n/a	NHPP	1/14/2021	CN						\$15,342	\$ -	\$ -
Contract 43248; Road reconstruction; includes Des# 2001912											
Various	Various locations in the Vincennes District		PE			\$395				\$ 316	\$ 79
2002024			RW							\$ -	\$ -
n/a	STBG	1/14/2021	CN						\$1,725	\$ -	\$ -
Contract 43231; Bridge rehabilitation; Includes Des# 2002046, 2002134, 2002135, 2002368											
US 41	0.87 mi S of SR 62/SR 66 (Washington Ave)		PE		\$458					\$ 366	\$ 92
2000186			RW					\$234		\$ 187	\$ 47
n/a	NHPP	1/14/21, 3/11/21	CN						\$1,265	\$ -	\$ -
Contract 43254; Intersection improvement, Median U-turn											
SR 62	From Posey / Vand. Co. Line to Rosenberger Ave		PE		\$295	\$5,169				\$ 4,371	\$ 1,093
2001917			RW					\$510		\$ 408	\$ 102
5 mi.	NHPP	1/14/21, 2/17/21	CN						\$44,832	\$ -	\$ -
Contract 43197; Road Reconstruction and Intersection Improvements at Schutte Rd, Wabash Ave, and Stockwell Rd; Includes Des# 1900262, 2000187, 2000217											
SR 62	At Boehne Camp Rd and at Red Bank Rd		PE			\$1,030				\$ 824	\$ 206
1900258			RW					\$20		\$ 16	\$ 4
n/a	NHPP	1/14/2021	CN						\$7,168	\$ -	\$ -
Contract 43199; Intersection Improvement; Includes Des# 1900260											

**Table 5.4:
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			2020	2021	2022	2023	2024			
Length:	Federal Funding Source	Amendment/ Modification Date									
Description:											
Warrick County											
SR 68	0.08 mi. W of SR 61		PE							\$ -	\$ -
1400157			RW	\$134						\$ 107	\$ 27
n/a	STBG, NHPP	9/12/2019	CN	\$310						\$ 248	\$ 62
Contract 38721; Small structure replacement.											
SR 68	Over Mill Creek, 0.26 mi E of SR 61		PE			\$181				\$ 145	\$ 36
2002063			RW					\$50		\$ 40	\$ 10
n/a	STBG	1/14/2021	CN						\$1,613	\$ -	\$ -
Contract 43235; Bridge construction											
I-64	Over Plum Creek, 3.92 mi W of SR 61, EBL & WBL		PE	\$289						\$ 231	\$ 58
1593068			RW							\$ -	\$ -
n/a	NHPP	10/10/2019	CN			\$3,646				\$ 2,917	\$ 729
Contract 39367; Replace Superstructure.											
SR 61	From 0.17 mi E of W Jct SR-62 to E Jct SR-62		PE							\$ -	\$ -
1592969			RW							\$ -	\$ -
	STBG		CN	\$1,762						\$ 1,410	\$ 352
Contract 39377; HMA Overlay, preventative maintenance.											
SR 161	From E jct with SR 62 to W jct with SR 68		PE							\$ -	\$ -
1592941			RW	\$40						\$ 32	\$ 8
10.129 mi.	STBG	11/14/2019	CN	\$4,047						\$ 3,238	\$ 809
Contract 39380; Pavement HMA Overlay, structural.											
SR 68	Over Pigeon Creek Overflow, 2.08 mi. E of SR 57		PE							\$ -	\$ -
1593067			RW							\$ -	\$ -
n/a	STBG	7/30/2021	CN			\$50	\$1,990			\$ 1,632	\$ 408
Contract 39418; Bridge replacement, other construction; Includes Des# 1593066											
SR 66	0.16 mi. E of I-69 at Epworth Rd.		PE							\$ -	\$ -
1400195			RW							\$ -	\$ -
1.081 mi.	NHPP/HSIP	7/30/2021	CN	\$175			\$4,144			\$ 3,887	\$ 432
Contract 39921; Other intersection improvement											
SR 68	Over Old Pigeon Creek, 1.56 mi. E of SR 57		PE							\$ -	\$ -
1602256			RW							\$ -	\$ -
n/a	STBG		CN	\$3,286						\$ 2,629	\$ 657
Contract 40051; Bridge thin deck overlay.											
SR 68	Over Wallace Creek, 0.95 mi E of SR 161		PE							\$ -	\$ -
1700167			RW	\$30						\$ 24	\$ 6
n/a	STBG		CN			\$829				\$ 663	\$ 166
Contract 40541; Bridge replacement											
SR 161	10.46 mi. N Jct. SR 66		PE							\$ -	\$ -
1700170			RW	\$18						\$ 14	\$ 4
n/a	STBG		CN			\$2,025				\$ 1,620	\$ 405
Contract 40551; Small structure replacement.											
SR 662	From I-69 to Ellerbusch Rd.		PE							\$ -	\$ -
1701206			RW							\$ -	\$ -
1.55 mi.	STBG		CN	\$877						\$ 702	\$ 175
Contract 40626; HMA Overlay, preventative maintenance.											
SR 61	From 0.14 mi S of I-64 to 0.88 mi N of SR-68		PE	\$565						\$ 452	\$ 113
1800176			RW							\$ -	\$ -
0.88	STBG	4/9/2020, 9/10/20	CN							\$ -	\$ -
Contract 41407; HMA Overlay, preventative maintenance.											
I-64	CCTV Cameras/Detection from SR 69 to Lanesville		PE			\$155				\$ 140	\$ 16
1802047			RW							\$ -	\$ -
n/a	NHPP		CN					\$1,725		\$ 1,553	\$ 173
Contract 41768; ITS Traffic management systems.											
SR 61 & SR 68	Various locations		PE							\$ -	\$ -
Various			RW							\$ -	\$ -
n/a	STBG		CN		\$1,438					\$ 1,150	\$ 288
Contract 41048. Bridge Thin Deck Overlays. Includes locations outside MPO TIP area.											
I-64 & SR 68	Various locations		PE							\$ -	\$ -
Various			RW							\$ -	\$ -
n/a	NHPP, STBG		CN		\$3,258					\$ 2,606	\$ 652
Contract 41059; Bridge Deck Overlays. Includes locations outside MPO TIP area.											
SR 66	From 2.2 mi. E of SR 61 to US 231		PE							\$ -	\$ -
1592783			RW							\$ -	\$ -
15.91 mi.	NHPP		CN	\$6,279						\$ 5,023	\$ 1,256
Contract 39357; Pavement HMA Overlay, preventive maintenance. Includes locations outside EMPO TIP area.											

**Table 5.4:
TIP Projects Listing Cont.**

Sponsor: Indiana Department of Transportation											
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Source	Map ID Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
				2020	2021	2022	2023	2024			
SR 68	4.01 mi W Jct. SR 61		PE							\$ -	\$ -
1700970			RW							\$ -	\$ -
n/a	STBG		CN	\$413						\$ 330	\$ 83
Contract 38717; Small structure pipe lining. Includes locations outside EMPO TIP area											
Various	Various locations: Rural Int. Conflict Warning Syst.		PE							\$ -	\$ -
1802984			RW							\$ -	\$ -
n/a	HSIP		CN	\$3,000						\$ 2,400	\$ 600
Contract 41864; Intersection Improvements - Statewide Rural Intersection Conflict Warning System (RICWS).											
Various	Various Locations: On-Call Consultant Review		PE	\$2,100	\$2,100	\$2,100	\$2,100			\$ 6,720	\$ 1,680
1802826			RW							\$ -	\$ -
n/a	STBG		CN							\$ -	\$ -
Statewide on-call consultant review contract.											
Various	Various Locations Statewide		PE	\$1,156					\$577	\$ 1,040	\$ 116
1900554			RW							\$ -	\$ -
n/a	HSIP	4/11/2019	CN							\$ -	\$ -
Statewide HELPERS program performed by LTAP											
SR 161	Bridge over Coles Creek, 0.69 mi N SR-62		PE	\$201	\$765	\$77				\$ 834	\$ 209
1900115		7/11/19, 4/9/20, 7/30/21	RW							\$ -	\$ -
n/a	NHPP/STBG		CN					\$6,522		\$ 5,218	\$ 1,304
Contract 42186; Replace Superstructure; Includes Des#2000738, 2000739, 2000740, 2000741, 2000768, 2000769, 2101026											
SR 62	From 0.25 mi E of I-69 to W Jct SR-61		PE	\$383						\$ 306	\$ 77
1900563			RW							\$ -	\$ -
n/a	NHPP	7/11/2019	CN			\$3,844				\$ 3,075	\$ 769
Contract 42124; Cleaning and Sealing Joints											
I-64	From 0.13 mi E of SR-61 to 1.91 mi W of SR-161		PE							\$ -	\$ -
1900562			RW							\$ -	\$ -
1.58 mi	NHPP	7/11/2019	CN			\$6,020				\$ 5,418	\$ 602
Contract 42137; Surface Treatment, PM											
Various	Interlake State Recreation Area		PE							\$ -	\$ -
1902105			RW							\$ -	\$ -
n/a	RTP	10/10/2019	CN	\$1,096						\$ 877	\$ 219
No contract number; DNR Recreational Trails Program project											
Various	Various locations including Interlake State Recreation Area		PE							\$ -	\$ -
2001713			RW							\$ -	\$ -
n/a	RTP	1/14/2021	CN			\$400	\$232			\$ 506	\$ 126
No contract number; DNR Recreational Trails Program project											
Various	Various Locations in the Vincennes District		PE							\$ -	\$ -
1801401			RW							\$ -	\$ -
n/a	HSIP	11/14/2019	CN		\$103					\$ 93	\$ 10
Battery backup for signals											
Various	Various Locations in the Vincennes District		PE	\$207						\$ 166	\$ 41
Various			RW							\$ -	\$ -
n/a	STBG	1/9/20, 10/8/20	CN							\$ -	\$ -
Contract 42643; Bridge rehabilitation project											
Various	Various Locations in the Vincennes District		PE	\$199	\$39					\$ 214	\$ 24
1801411			RW							\$ -	\$ -
n/a	HSIP	1/9 & 3/5/20, 1/15/21	CN		\$1,290					\$ 1,161	\$ 129
Contract 41269; Traffic signal modernization - Lighting installation project											
I-64	Various Locations in the Vincennes District		PE	\$528						\$ 475	\$ 53
1902845			RW							\$ -	\$ -
n/a	HSIP	1/9/2020	CN							\$ -	\$ -
Contract 42653; Lighting installation project											
I-64	Various Locations from 2 mi W of SR 165 to 1.27 mi E of SR 37		PE			\$335				\$ 268	\$ 67
2001796			RW							\$ -	\$ -
n/a	STBG	1/14/2021	CN						\$2,733	\$ -	\$ -
Contract 43255; Small structure project											
SR 261	Over UNT, 3.7 mi N Jct SR 66		PE			\$190				\$ 152	\$ 38
2001938			RW					\$15		\$ 12	\$ 3
n/a	STBG	1/14/2021	CN						\$1,070	\$ -	\$ -
Contract 43232; Bridge construction											
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
1602162			RW							\$ -	\$ -
n/a	HSIP	1/7/2020	CN	\$796						\$ 716	\$ 80
Contract 39985; Grouped Project (Signing, marking, striping, and rumble strips) Raised pavement markings											

Table 5.4:
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			2020	2021	2022	2023	2024			
Length:	Federal Funding Source	Amendment/ Modification Date									
Description:											
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
2000034			RW							\$ -	\$ -
n/a	STBG	1/13/2020	CN		\$1,000					\$ 800	\$ 200
Contract 42686; Grouped Projects (Pavement Preservation) Patch and Rehab Pavement.											
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
2000037			RW							\$ -	\$ -
n/a	STBG	1/13/2020	CN		\$1,000					\$ 800	\$ 200
Contract 42687; Grouped Project (Bridge, Culvert, and Small Structure Preservation) Bridge maintenance project											
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
Various		1/9/20, 10/8/20, 7/30/21	RW							\$ -	\$ -
n/a	STBG		CN			\$430				\$ 344	\$ 86
Contract 42643; Bridge rehabilitation projects; includes Des# 2000386, 1902739											
Various	Various locations in the Vincennes District		PE	\$252						\$ 202	\$ 50
2000456			RW							\$ -	\$ -
n/a	STBG	2/13/2020	CN			\$1,260				\$ 1,008	\$ 252
Contract 42699; Bridge rehabilitation projects											
Various	Various Locations in the Vincennes District		PE							\$ -	\$ -
1801399			RW							\$ -	\$ -
n/a	STBG	3/12/2020	CN		\$260					\$ 208	\$ 52
Contract 41252; Signal project											
Various	Various locations in the Vincennes District		PE			\$438				\$ 350	\$ 88
2000639			RW							\$ -	\$ -
n/a	STBG	4/9/20, 7/30/21	CN				\$1,460			\$ 1,168	\$ 292
Contract 42718; Bridge rehabilitation projects; Includes Des# 2000640, 2000641, 2000642											
Various	Various locations in the Vincennes District		PE	\$1,252	\$153					\$ 1,124	\$ 281
2000889			RW							\$ -	\$ -
n/a	STBG	4/9/20, 7/30/21	CN			\$10	\$11,527			\$ 9,230	\$ 2,307
Contract 42753; Pavement projects; Includes Des# 1700937, 2000692, 2000715, 2000717, 2000863											
Various	Various locations in the Vincennes District		PE		\$304					\$ 243	\$ 61
2000485			RW							\$ -	\$ -
n/a	STBG	4/9/2020	CN					\$875		\$ 700	\$ 175
Contract 42187; Bridge rehabilitation projects											
Various	Various locations in the Vincennes District		PE		\$495					\$ 396	\$ 99
2000860			RW				\$150			\$ 120	\$ 30
n/a	STBG	4/9/2020	CN					\$3,997		\$ 3,198	\$ 799
Contract 42748; Pavement projects											
Various	Various Locations in the Vincennes District		PE		\$725					\$ 580	\$ 145
2000987			RW							\$ -	\$ -
n/a	STBG	4/9/2020	CN					\$2,417		\$ 1,934	\$ 483
Contract 42736; Small structure projects											
Various	Various Locations Statewide		PE		\$833					\$ 666	\$ 167
2001708			RW							\$ -	\$ -
n/a	STBG	8/13/2020	CN							\$ -	\$ -
Contract TBD; Overhead Sign Structure Inspection											
Various	Various Locations Statewide		PE		\$250					\$ 200	\$ 50
2001709			RW							\$ -	\$ -
n/a	STBG	8/13/2020	CN							\$ -	\$ -
Contract TBD; High Mast Lighting Inspection											
Various	Statewide Highway/Rail Safety Action Plan		PE							\$ -	\$ -
2100287			RW							\$ -	\$ -
n/a	HSIP	7/29/2021	CN			\$100				\$ 90	\$ 10
Contract n/a; Grouped Projects (Statewide and non-construction activities).											
Grouped Projects Various											
Various Various locations: See grouped projects summary and table at end of all project listings											
			PE	\$ 15,104	\$ 7,249	\$ 12,134	\$ 2,335	\$ -	\$ -	\$ 29,832	\$ 6,990
			RW	\$ 242	\$ 11	\$ 824	\$ 450	\$ 829	\$ -	\$ 1,885	\$ 471
			CN	\$ 36,495	\$ 22,614	\$ 21,480	\$ 50,654	\$ 90,653	\$ -	\$ 181,803	\$ 40,093
Total				\$ 51,841	\$ 29,874	\$ 34,438	\$ 53,439	\$ 91,482	\$ -	\$ 213,520	\$ 47,554
Federal				\$ 42,754	\$ 24,200	\$ 28,511	\$ 44,348	\$ 73,707	\$ -	\$ 213,520	
State				\$ 9,087	\$ 5,674	\$ 5,927	\$ 9,091	\$ 17,775	\$ -		\$ 47,554

**Table 5.4:
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# / Item#	Planning Reference	Map ID		2020	2021	2022	2023	2024			
Length:	Federal Funding Source		Amendment/ Modification Date								
Description:											
Vanderburgh/Henderson County											
PR 69 (ORX)	I-69 Ohio River Crossing (ORX) in		PL - KY							\$ -	\$ -
	Evansville, IN to I-69 south of		PE - IN		\$828					\$ 662	\$ 166
	Henderson, KY		PE - KY	\$15,000						\$ 12,000	\$ 3,000
1601700/ 02-1088.1, 1088.2	MTP 2045: 25-15		RW - IN	\$800	\$1,972	\$400				\$ 2,538	\$ 634
			RW - KY		\$19,900					\$ 15,920	\$ 3,980
			UT - IN	\$50						\$ 40	\$ 10
			UT - KY			\$8,000				\$ 6,400	\$ 1,600
11.2 mi.	* STBG, NHPP	5/14/2020	CN - IN						\$1,200,000-	\$ -	\$ -
			CN - KY						\$1,600,000	\$ -	\$ -
Develop route/alignment for Interstate 69.											
			PL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			PE	\$ 15,000	\$ 828	\$ -	\$ -	\$ -	\$ -	\$ 12,662	\$ 3,166
			RW	\$ 800	\$ 21,872	\$ 400	\$ -	\$ -	\$ -	\$ 18,458	\$ 4,614
			UT	\$ 50	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ 6,440	\$ 1,610
			CN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 15,850	\$ 22,700	\$ 8,400	\$ -	\$ -	\$ -	\$ 37,560	\$ 9,390
			Federal	\$ 12,680	\$ 18,160	\$ 6,720	\$ -	\$ -	*	\$ 37,560	
			IN	\$ 170	\$ 560	\$ 80	\$ -	\$ -	*		\$ 810
			KY	\$ 3,000	\$ 3,980	\$ 1,600	\$ -	\$ -	*		\$ 8,580

* 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 5.4:
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			2020	2021	2022	2023	2024			
Length:	Federal Funding Source	Amendment/									
Description:		Modification Date									
City Engineer											
Covert Ave.	US 41 to I-69		PE							\$ -	\$ -
1383064	MTP 2045: 25-2 (Exempt)	1	RW							\$ -	\$ -
5.0 mi.	STP-U/CMAQ/HSIP		CN	\$4,564						\$ 3,255	\$ 1,309
Contract 36945; Road diet conversion to three lanes and sidewalk improvements											
Second St.	Intersection of Washington Ave		PE							\$ -	\$ -
1383066		2	RW							\$ -	\$ -
n/a	STBG-U		CN	\$1,701						\$ 1,097	\$ 604
Contract 36943; 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	STBG-U/CMAQ		CN						\$1,381	\$ -	\$ -
Contract 41602; Intersection and safety improvements.											
Walnut St.	US 41 to Weinbach Ave. - Phase 1		PE							\$ -	\$ -
1700400	MTP 2045: 25-5 (Exempt)	3	RW	\$50						\$ 40	\$ 10
0.75 mi.	STBG-U/CMAQ	7/22/2019	CN	\$3,599						\$ 2,552	\$ 1,047
Contract 40124; Road diet reconstruction and multimodal corridor											
Walnut St.	Weinbach Ave. to Vann Ave. - Phase 2		PE							\$ -	\$ -
1801727	MTP 2045: 25-5 (Exempt)	3	RW	\$700						\$ 560	\$ 140
0.95 mi.	STBG-U/CMAQ		CN			\$4,970				\$ 3,976	\$ 994
Contract 41598; Road diet reconstruction and multimodal corridor											
Walnut St.	Martin Luther King Jr. Blvd. to US 41 - Phase 3		PE							\$ -	\$ -
1801726	MTP 2045: 25-5 (Exempt)	3	RW	\$300						\$ 240	\$ 60
1.3 mi.	STBG-U/CMAQ		CN				\$7,773			\$ 6,218	\$ 1,555
Contract 41599; Road diet reconstruction and multimodal corridor											
Department of Transportation & Services											
Various Locations	City of Evansville		PE							\$ -	\$ -
1601824			RW							\$ -	\$ -
n/a	HSIP		CN	\$829						\$ 761	\$ 68
Contract 39868; Sign replacement program to address federal retroreflectivity requirements											
Various Locations	City of Evansville		PE	\$50						\$ -	\$ 50
1802795			RW							\$ -	\$ -
n/a	STBG-U/HSIP	7/26/2021	CN			\$497				\$ 362	\$ 135
Contract 41797; 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/HSIP		CN		\$1,395					\$ 1,022	\$ 373
Contract 41798; 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/HSIP		CN			\$387				\$ 310	\$ 77
Contract 41796; 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	6/25/2020	CN		\$4,400					\$ 4,400	\$ -
Contract 41690; Signal preemption project for the signal system in the City of Evansville fire department service area.											
			PE	\$ 592	\$ -	\$ -	\$ 110	\$ -	\$ -	\$ 432	\$ 270
			RW	\$ 1,050	\$ -	\$ -	\$ -	\$ 73	\$ -	\$ 898	\$ 225
			CN	\$ 10,693	\$ 5,795	\$ 5,854	\$ 7,773	\$ -	\$ 1,381	\$ 23,953	\$ 6,162
			Total	\$ 12,335	\$ 5,795	\$ 5,854	\$ 7,883	\$ 73	\$ 1,381	\$ 25,283	\$ 6,657
			Federal	\$ 8,849	\$ 5,422	\$ 4,648	\$ 6,306	\$ 58	\$ -	\$ 25,283	
			Local	\$ 3,486	\$ 373	\$ 1,206	\$ 1,577	\$ 15	\$ -		\$ 6,657

Sponsor: Indiana Department of Transportation/City of Evansville											
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Source	Map ID Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share
				2020	2021	2022	2023	2024			
US 41	Washington Ave Intersection		PE	\$833						\$ 833	\$ -
1902709			RW			\$20				\$ 20	\$ -
n/a	STBG	12/12/19, 4/9/20	CN			\$35	\$2,081	\$2,081		\$ 3,198	\$ 999
Contract 42876; Pedestrian walk, joint project between INDOT and the City of Evansville											
			Total	\$ 833	\$ -	\$ 55	\$ 2,081	\$ 2,081	\$ -	\$ 4,051	\$ 999
			Federal	\$ 833	\$ -	\$ 55	\$ 1,582	\$ 1,582	\$ -	\$ 4,051	
			Local	\$ -	\$ -	\$ -	\$ 499	\$ 499	\$ -		\$ 999

Table 5.4:
TIP Projects Listing Cont.

Sponsor: Vanderburgh County												
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Source	Map ID Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share	Local Share
				2020	2021	2022	2023	2024				
Columbia St. 1592156 n/a	Bridge over Pigeon Creek STBG-U	4	PE RW CN							\$ - \$ - \$ 2,408	\$ - \$ - \$ -	\$ - \$ - \$ 977
Contract 38919; Bridge rehabilitation												
Franklin St. 1802048 n/a	Bridge over Pigeon Creek STBG-U	5	PE RW CN		\$50	\$1,793				\$ - \$ - \$ 1,434	\$ - \$ - \$ -	\$ - \$ 50 \$ 359
Contract 41771; Bridge rehabilitation												
Oak Hill Road 1802074 00.9 mi.	Eastwood Dr. to Millersburg Rd. MTP 2045: 25-9 (Exempt) STBG-U/ CMAQ	6	PE RW CN		\$1,300			\$6,050		\$ - \$ - \$ 4,840	\$ - \$ - \$ -	\$ - \$ 1,300 \$ 1,210
Contract 41778; Road reconstruction with bike and pedestrian accommodations.												
Mill Road 1801924 n/a	Bridge over CSX Railroad, 650' West of Kratzville Rd. n/a		PE RW CN	\$200	\$5,500					\$ - \$ - \$ -	\$ - \$ 160 \$ 4,400	\$ - \$ 40 \$ 1,100
Local TRAXX project. New bridge / grade separation												
Oak Hill Road n/a n/a	From Lynch Rd to Eastwood Dr MTP 2045: 25-8 (Exempt) n/a		PE RW CN		\$8,450					\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ 8,450
Road reconstruction project to add center left turn lane, bike lanes, and sidewalk on eastside of corridor.												
Boonville Nw Harm. Rd 1902794 n/a	Bridge #252 over Tributary of Big Creek STBG-R		PE RW CN		\$175		\$62	\$1,230		\$ - \$ - \$ 984	\$ - \$ - \$ -	\$ 175 \$ 62 \$ 246
Contract 42809; Bridge replacement												
Bridge Inspections Various n/a	Vanderburgh County STBG-B		PE RW CN	\$16	\$116	\$16				\$ 118 \$ - \$ -	\$ - \$ - \$ -	\$ 30 \$ - \$ -
Inspection of all county bridges over 20 ft. in length (152) Includes Des# 1593021												
			PE	\$ 16	\$ 291	\$ 16	\$ -	\$ -	\$ -	\$ 118	\$ -	\$ 205
			RW	\$ 200	\$ 1,350	\$ -	\$ 62	\$ -	\$ -	\$ -	\$ 160	\$ 1,452
			CN	\$ 3,385	\$ 13,950	\$ 1,793	\$ -	\$ 7,280	\$ -	\$ 9,666	\$ 4,400	\$ 12,342
Total				\$ 3,601	\$ 15,591	\$ 1,809	\$ 62	\$ 7,280	\$ -	\$ 9,785	\$ 4,560	\$ 13,998
Federal				\$ 2,421	\$ 93	\$ 1,447	\$ -	\$ 6,808	\$ -	\$ 10,769		
State				\$ 160	\$ 4,400	\$ -	\$ -	\$ -	\$ -		\$ 4,560	
Local				\$ 1,020	\$ 11,098	\$ 362	\$ 62	\$ 1,456	\$ -			\$ 13,998

Table 5.4:
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			2020	2021	2022	2023	2024			
Length:	Federal Funding Source	Amendment/ Modification Date									
Description:											
Bell Road	High Point Dr. to Telephone Rd.		PE							\$ -	\$ -
1401384	MTP 2045: 25-10 (Exempt)	7	RW							\$ -	\$ -
1.8 mi.	STBG-U/ CMAQ		CN	\$ 7,775						\$ 5,600	\$ 2,175
Contract 37940; Road widening, added travel lanes, shoulders, bike and pedestrian accommodations, curb/gutter and drainage improvements											
Telephone Rd.	Bell Rd. to Fuquay Rd.		PE	\$350						\$ 1	\$ 349
1802049	MTP 2045: 25-11 (Exempt)	8	RW			\$500				\$ 3	\$ 497
1.2 mi.	STBG-U/CMAQ	12/9/2019, 3/3/22	CN					\$4,150		\$ 3,320	\$ 830
Contract 41772; Road widening from 2 to 3 lanes, pedestrian accommodations, and drainage improvements											
Warrick SRTS	Vann (SR 261-Casey), Casey (Oak Grove to S. of Vann)		PE							\$ -	\$ -
1592154		9	RW	\$66						\$ 53	\$ 13
1.33 mi.	STBG -TA/CMAQ		CN		\$1,394					\$ 1,000	\$ 394
Contract 38918; Trail construction along Vann Road and Casey Road											
Shilo Road	Bridge #113 over Barren Fork Creek		PE							\$ -	\$ -
1600739		10	RW	\$50						\$ 40	\$ 10
0.5 mi.	STBG-R	8/2/2019	CN		\$50	\$1,294				\$ 1,075	\$ 269
Contract 39837; Bridge replacement											
Myers Road	Bridge #310 over Caney Creek		PE	\$395						\$ 316	\$ 79
1802906		11	RW			\$75				\$ 60	\$ 15
n/a	STBG-R		CN					\$3,298		\$ 2,638	\$ 660
Contract 42004; Bridge replacement on Myers Road 0.42 miles West of Bullocktown Road											
Wallace Fork Rd	Bridge #200 over Little Pigeon Creek		PE		\$310					\$ 248	\$ 62
1902795			RW					\$50		\$ 40	\$ 10
n/a	STBG-R	3/12/2020	CN						\$2,110	\$ -	\$ -
Contract 42810; Bridge replacement											
Bridge Inspections	Warrick County		PE	\$150	\$26	\$198	\$22	\$172		\$ 454	\$ 114
Various			RW							\$ -	\$ -
n/a	STBG-B	9/12/2019	CN							\$ -	\$ -
Inspection of all county bridges over 20 ft. in length (115). Includes Des# 1593023, 1902074											
			PE	\$ 895	\$ 336	\$ 198	\$ 22	\$ 172	\$ -	\$ 1,019	\$ 604
			RW	\$ 116	\$ -	\$ 575	\$ -	\$ 50	\$ -	\$ 196	\$ 545
			CN	\$ 7,775	\$ 1,444	\$ 1,294	\$ -	\$ 7,448	\$ -	\$ 13,634	\$ 4,327
			Total	\$ 8,786	\$ 1,780	\$ 2,067	\$ 22	\$ 7,670	\$ -	\$ 14,849	\$ 5,476
			Federal	\$ 6,130	\$ 1,309	\$ 1,257	\$ 18	\$ 6,136	\$ -	\$ 14,849	
			Local	\$ 2,656	\$ 471	\$ 810	\$ 4	\$ 1,534	\$ -		\$ 5,476

Table 5.4:
TIP Projects Listing Cont.

Sponsor: City of Boonville											
Route	Project Limits	Map ID	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share
Des#	Planning Reference			2020	2021	2022	2023	2024			
Length:	Federal Funding Source	Amendment/ Modification Date									
Description:											
Third St.	Sycamore St.to 460 ft. past Olive St.		PE							\$ -	\$ -
1600891		12	RW		\$ 548					\$ 438	\$ 110
0.68 mi.	STBG-R	6/25/2020	CN			\$ 3,100				\$ 2,480	\$ 620
Road rehabilitation											
			PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			RW	\$ -	\$ 548	\$ -	\$ -	\$ -	\$ -	\$ 438	\$ 110
			CN	\$ -	\$ -	\$ 3,100	\$ -	\$ -	\$ -	\$ 2,480	\$ 620
			Total	\$ -	\$ 548	\$ 3,100	\$ -	\$ -	\$ -	\$ 2,918	\$ 730
			Federal	\$ -	\$ 438	\$ 2,480	\$ -	\$ -	\$ -	\$ 2,918	
			Local	\$ -	\$ 110	\$ 620	\$ -	\$ -	\$ -		\$ 730

Sponsor: Indiana Department of Transportation / Lynnville												
Route	Project Limits	Map ID	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share	Local Share
Des#	Planning Reference			2020	2021	2022	2023	2024				
Length:	Federal Funding Source	Amendment/ Modification Date										
Description:												
SR 61	From 0.14 mi S of I-64 to 0.88 mi N of SR-68		PE	\$565						\$ 452	\$ 113	\$ -
1800176		4/9/20, 9/10/20,	RW			\$282	\$28			\$ 248	\$ 12	\$ 50
0.88	STBG, STBG-R	7/30/20	CN			\$20	\$6,643			\$ 5,330	\$ 1,191	\$ 141
Contract 41407; HMA Overlay, preventative maintenance. Includes Des# 2000890, 2001113. Sidewalks to be included as a local element, under Des#2001933.												
			PE	\$ 565	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 452	\$ 113	\$ -
			RW	\$ -	\$ -	\$ 282	\$ 28	\$ -	\$ -	\$ 248	\$ 12	\$ 50
			CN	\$ -	\$ -	\$ 20	\$ 6,643	\$ -	\$ -	\$ 5,330	\$ 1,191	\$ 141
			Total	\$ 565	\$ -	\$ 302	\$ 6,671	\$ -	\$ -	\$ 6,030	\$ 1,316	\$ 192
			Federal	\$ 452	\$ -	\$ 242	\$ 5,337	\$ -	\$ -	\$ 6,030		
			State	\$ 113	\$ -	\$ 10	\$ 1,193	\$ -	\$ -		\$ 1,316	
			Local	\$ -	\$ -	\$ 50	\$ 141	\$ -	\$ -			\$ 192

Table 5.4:
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# Federal/State Funding Source Description:		2020	2021	2022	2023	2024			
Amendment/ Modification Date									
Operating Assistance	Total	\$4,750	\$5,500	\$5,550	\$5,600	\$5,650	\$ 17	\$ 11,121	\$ 15,912
Various by FY	5307	\$17	\$0	\$0	\$0	\$0	\$ 17	\$ -	\$ -
Section 5307/PMTF (INDOT)	PMTF	\$2,253	\$2,214	\$2,216	\$2,218	\$2,220	\$ -	\$ 11,121	\$ -
3/12/2020	Local	\$2,480	\$3,286	\$3,334	\$3,382	\$3,430	\$ -	\$ -	\$ 15,912
1802815 (FY 2020 & 2021)									
Capital Assistance	Total	\$2,386	\$2,425	\$2,474	\$2,523	\$2,574	\$ 9,905	\$ -	\$ 2,477
Various by FY	5307	\$1,883	\$1,940	\$1,979	\$2,018	\$2,059	\$9,879	\$ -	\$ -
Section 5307/5310	5310	\$26					\$26	\$ -	\$ -
3/12/2020	Local	\$477	\$485	\$495	\$505	\$515	\$ -	\$ -	\$ 2,477
Includes preventative maintenance (PM)									
1802814 (FY 2020 & 2021)									
Planning Assistance	Total	\$13	\$13	\$13	\$13	\$13	\$ 50	\$ -	\$15
Various by FY	5307	\$10	\$10	\$10	\$10	\$10	\$ 50	\$ -	\$ -
Section 5307	Local	\$3	\$3	\$3	\$3	\$3	\$ -	\$ -	\$ 15
1802816 (FY 2020 & 2021)									
Fixed Route Bus	Total	\$525	\$450	\$450	\$450	\$450	\$ 1,500	\$ -	\$ 375
Various by FY	5339	\$60					\$ 60	\$ -	\$ -
Section 5339/CMAQ	CMAQ	\$360		\$360	\$360	\$360	\$ 1,440	\$ -	\$ -
3/12/20, 6/25/20	Local	\$105		\$90	\$90	\$90	\$ -	\$ -	\$ 375
Acquisition of one fixed route transit bus.									
1802799 (FY 2020) 1802803 (FY 2022)									
Paratransit Bus	Total	\$160	\$82	\$82	\$82	\$82	\$ 326	\$ -	\$ 80
Various by FY	5310	\$64					\$ 64	\$ -	\$ -
Section 5310/CMAQ	CMAQ	\$64		\$66	\$66	\$66	\$ 262	\$ -	\$ -
3/12/20, 6/25/20	Local	\$32		\$16	\$16	\$16	\$ -	\$ -	\$ 80
Acquisition of one paratransit bus.									
1802806 (FY 2020) 1802810 (FY 2022)									
	5307	\$ 1,910	\$ 1,950	\$ 1,989	\$ 2,028	\$ 2,069	\$ 9,946	\$ -	\$ -
	5339	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ 60	\$ -	\$ -
	5310	\$ 90	\$ -	\$ -	\$ -	\$ -	\$ 64	\$ -	\$ -
	CMAQ	\$ 424	\$ -	\$ 426	\$ 426	\$ 426	\$ 1,702	\$ -	\$ -
	PMTF	\$ 2,253	\$ 2,214	\$ 2,216	\$ 2,218	\$ 2,220	\$ -	\$ 11,121	\$ -
	Local	\$ 3,097	\$ 3,774	\$ 3,938	\$ 3,996	\$ 4,054	\$ -	\$ -	\$ 18,859
	Total	\$ 7,834	\$ 7,938	\$ 8,569	\$ 8,668	\$ 8,769	\$ 11,772	\$ 11,121	\$ 18,859
	Federal	\$ 2,484	\$ 1,950	\$ 2,415	\$ 2,454	\$ 2,495	\$ 11,798		
	State	\$ 2,253	\$ 2,214	\$ 2,216	\$ 2,218	\$ 2,220		\$ 11,121	
	Local	\$ 3,097	\$ 3,774	\$ 3,938	\$ 3,996	\$ 4,054			\$ 18,859

Table 5.4:
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
			2020	2021	2022	2023	2024			
Operating Assistance		Total	\$824	\$855	\$870	\$885	\$898	\$ 1,265	\$ -	\$ 3,067
Section 5307	3/12/2020	5307	\$241	\$246	\$253	\$260	\$265	\$ 1,265	\$ -	\$ -
		Local	\$583	\$609	\$617	\$625	\$633	\$ -	\$ -	\$ 3,067
Capital Assistance		Total	\$574	\$639	\$651	\$663	\$675	\$ 2,434	\$ 322	\$ 446
Section 5307/5339/KYTC	3/12/2020	5307	\$459	\$484	\$491	\$497	\$504	\$ 2,434	\$ -	\$ -
		5339	\$0	\$0	\$0	\$0	\$0	\$ -	\$ -	\$ -
Includes preventive maintenance, ADA complimentary paratransit service, and other capital projects		KYTC	\$57	\$64	\$66	\$67	\$68	\$ -	\$ 322	\$ -
		Local	\$58	\$91	\$95	\$99	\$103	\$ -	\$ -	\$ 446
Planning Assistance		Total	\$13	\$13	\$13	\$13	\$13	\$ 50	\$ -	\$ 15
Section 5307		5307	\$10	\$10	\$10	\$10	\$10	\$ 50	\$ -	\$ -
		Local	\$3	\$3	\$3	\$3	\$3	\$ -	\$ -	\$ 15
Fixed Route Bus		Total	\$72	\$0	\$0	\$0	\$125	\$ 172	\$ 12	\$ 13
Section 5339	3/12/2020	5307	\$72	\$0	\$0	\$0	\$100	\$ 172	\$ -	\$ -
Acquisition of fixed route transit bus(es).		KYTC	\$0	\$0	\$0	\$0	\$12	\$ -	\$ 12	\$ -
		Local	\$0	\$0	\$0	\$0	\$13	\$ -	\$ -	\$ 13
Paratransit Bus		Total	\$0	\$70	\$0	\$70	\$0	\$ 112	\$ 14	\$ 14
Section 5310		5310	\$0	\$56	\$0	\$56	\$0	\$ 112	\$ -	\$ -
Acquisition of paratransit bus(es).		KYTC	\$0	\$7	\$0	\$7	\$0	\$ -	\$ 14	\$ -
		Local	\$0	\$7	\$0	\$7	\$0	\$ -	\$ -	\$ 14
		5307	\$ 782	\$ 740	\$ 754	\$ 767	\$ 879	\$ 3,749	\$ -	\$ -
		5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 172	\$ -	\$ -
		5310	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 112	\$ -	\$ -
		KYTC	\$ 57	\$ 71	\$ 66	\$ 74	\$ 80	\$ -	\$ 348	\$ -
		Local	\$ 644	\$ 710	\$ 715	\$ 734	\$ 752	\$ -	\$ -	\$ 3,555
		Total	\$ 1,483	\$ 1,577	\$ 1,534	\$ 1,631	\$ 1,711	\$ 4,033	\$ 348	\$ 3,555
		Federal	\$ 782	\$ 796	\$ 754	\$ 823	\$ 879	\$ 4,033		
		State	\$ 57	\$ 71	\$ 66	\$ 74	\$ 80		\$ 348	
		Local	\$ 644	\$ 710	\$ 715	\$ 734	\$ 752			\$ 3,555

Table 5.4:
TIP Projects Listing Cont.

Sponsor: Evansville MPO / Non-Profit Organizations										
Project	Amendment/ Modification Date	Funding Source	All amounts in thousands					Federal Share	State Share	Local Share
Des#			2020	2021	2022	2023	2024			
Federal Funding Source										
Description:										
Capital Assistance		Total	\$95	\$316	\$125	\$125	\$125	\$ 629	\$ -	\$ 157
Various	3/12/20, 2/17/21	5310	\$76	\$253	\$100	\$100	\$100	\$ 629	\$ -	\$ -
Section 5310		Local	\$19	\$63	\$25	\$25	\$25	\$ -	\$ -	\$ 157
Acquisition of paratransit bus(es) or van(s). Des# 1901938 (FY 2020 & 2021)										
Operating Assistance		Total	\$0	\$0	\$264	\$0	\$0	\$ 132	\$ -	\$ 132
Various		5310	\$0	\$0	\$132	\$0	\$0	\$ 132	\$ -	\$ -
Section 5310	3/10/2022	Local	\$0	\$0	\$132	\$0	\$0	\$ -	\$ -	\$ 132
EMP-22-012										
Planning Assistance		Total	\$22	\$25	\$23	\$23	\$24	\$ 117	\$ -	\$ -
Various	3/12/2020	5310	\$22	\$25	\$23	\$23	\$24	\$ 117	\$ -	\$ -
Section 5310		Local	\$0	\$0	\$0	\$0	\$0	\$ -	\$ -	\$ -
Administration of 5310 program: includes solicitation of projects and activities as described in the EMP0 UPWP. Des# 1801332 (FY 2020) 1901939 (FY 2021 & 2022)										
		5310	\$ 98	\$ 278	\$ 255	\$ 123	\$ 124	\$ 878	\$ -	\$ -
		Local	\$ 19	\$ 63	\$ 157	\$ 25	\$ 25	\$ -	\$ -	\$ 157
		Total	\$ 117	\$ 341	\$ 412	\$ 148	\$ 149	\$ 878	\$ -	\$ 157
		Federal	\$ 98	\$ 278	\$ 255	\$ 123	\$ 124	\$ 878		
		State	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		Local	\$ 19	\$ 63	\$ 157	\$ 25	\$ 25			\$ 289

Sponsor: INDOT / Rural Transit										
Project	Amendment/ Modification Date	Funding Source	All amounts in thousands					Federal Share	State Share	Local Share
Des#			2020	2021	2022	2023	2024			
Federal Funding Source										
Description:										
Operating Assistance		Total	\$3,585	\$3,585	\$3,585	\$3,585	\$3,585	\$ 7,025	\$ -	\$ 10,900
Various		5311	\$1,405	\$1,405	\$1,405	\$1,405	\$1,405	\$ 7,025	\$ -	\$ -
Section 5311	4/11/2019	Local	\$2,180	\$2,180	\$2,180	\$2,180	\$2,180	\$ -	\$ -	\$ 10,900
Operating Assistance for SIDC. Des# 1802828, 1802829, 1802830, 1802831, 1802832										
		5311	\$ 1,405	\$ 1,405	\$ 1,405	\$ 1,405	\$ 1,405	\$ 7,025	\$ -	\$ -
		Local	\$ 2,180	\$ 2,180	\$ 2,180	\$ 2,180	\$ 2,180	\$ -	\$ -	\$ 10,900
		Total	\$ 3,585	\$ 3,585	\$ 3,585	\$ 3,585	\$ 3,585	\$ 7,025	\$ -	\$ 10,900
		Federal	\$ 1,405	\$ 1,405	\$ 1,405	\$ 1,405	\$ 1,405	\$ 7,025		
		State	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		Local	\$ 2,180	\$ 2,180	\$ 2,180	\$ 2,180	\$ 2,180			\$ 10,900

Table 5.4:
TIP Projects Listing Cont.

Sponsor: Kentucky Transportation Cabinet										
Route Item# Length: Description:	Project Limits Planning Reference Federal Funding Source Map ID Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
			2020	2021	2022	2023	2024			
US 60	Over Green River at intersection with KY 1078	PE							\$ -	\$ -
02-1080	MTP 2045: 25-19 (Exempt)	RW							\$ -	\$ -
n/a	STBG-B	U							\$ -	\$ -
		CN	\$6,000						\$ 3,720	\$ 2,280
Bridge replacement over Green River.										
US 60	Over Green River at intersection with KY 1078	PE							\$ -	\$ -
02-1080.01	MTP 2045: 25-19 (Exempt)	RW							\$ -	\$ -
n/a	STBG-B	U							\$ -	\$ -
		CN	\$6,000						\$ 3,720	\$ 2,280
Bridge replacement over Green River.										
US 60	Over Green River at intersection with KY 1078	PE							\$ -	\$ -
02-1080.02	MTP 2045: 25-19 (Exempt)	RW							\$ -	\$ -
n/a	STBG-B	U							\$ -	\$ -
		CN	\$5,000						\$ 3,100	\$ 1,900
Bridge replacement over Green River.										
US 41	Bridge over the Ohio River	PE							\$ -	\$ -
02-2091.1		RW							\$ -	\$ -
n/a	STBG-B	U							\$ -	\$ -
		CN			\$21,200				\$ 13,144	\$ 8,056
Address deficiencies and bridge painting. Joint project with INDOT.										
I 69	From milepoint 142.146 to 148.09	PE		\$640					\$ 512	\$ 128
02-20023		RW							\$ -	\$ -
7 mi.	NHPP	U							\$ -	\$ -
		CN		\$6,400					\$ 5,120	\$ 1,280
Address pavement condition										
US 41	From milepoint 0.00 to 18.407	PE							\$ -	\$ -
02-997		RW							\$ -	\$ -
18.4 mi.	HSIP	U							\$ -	\$ -
		CN		\$520					\$ 520	\$ -
Replacement of targeted guardrail end treatments; Grouped Project (Median guardrail/cable projects with no change to access)										
Various	Various Interchanges in Henderson County	PE							\$ -	\$ -
02-998		RW							\$ -	\$ -
n/a	HSIP	U							\$ -	\$ -
		CN		\$335					\$ 335	\$ -
Replacement of targeted guardrail end treatments; Grouped Project (Median guardrail/cable projects with no change to access)										
US 41	From MP 15.983 to MP 19.581	PE		\$375					\$ 300	\$ 75
02-20058		RW							\$ -	\$ -
3.6 mi.	NHPP	U							\$ -	\$ -
		CN						\$3,750	\$ -	\$ -
Address pavement condition; Grouped Project (Pavement resurfacing, restoration, and rehabilitation projects)										
Watson Ln	From Sunset Ln to Green River Rd	PE		\$500					\$ 400	\$ 100
02-383	MTP 2045: 25-14 (Exempt)	RW		\$1,630					\$ 1,304	\$ 326
1.09 mi	STBG	U		\$1,580					\$ 1,264	\$ 316
		CN				\$6,340			\$ 5,072	\$ 1,268
Improve safety and reduce congestion.										
Grouped Projects	Various locations									
Various	Various: See grouped projects summary at the end of all project listings.									
		PE	\$ -	\$ 1,140	\$ -	\$ -	\$ -	\$ -	\$ 912	\$ 228
		RW	\$ -	\$ 1,630	\$ -	\$ -	\$ -	\$ -	\$ 1,304	\$ 326
		U	\$ -	\$ 1,580	\$ -	\$ -	\$ -	\$ -	\$ 1,264	\$ 316
		CN	\$ 17,000	\$ 7,255	\$ 21,200	\$ 6,340	\$ -	\$ -	\$ 34,731	\$ 17,064
		Total	\$ 17,000	\$ 11,605	\$ 21,200	\$ 6,340	\$ -	\$ -	\$ 38,211	\$ 17,934
		Federal	\$ 10,540	\$ 9,455	\$ 13,144	\$ 5,072	\$ -	\$ -	\$ 38,211	
		State	\$ 6,460	\$ 2,150	\$ 8,056	\$ 1,268	\$ -	\$ -		\$ 17,934

Table 5.4:
TIP Projects Listing Cont.

Sponsor: City of Henderson											
Route Item# Length: Description:	Project Limits Planning Reference Federal Funding Source	Map ID Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share
				2020	2021	2022	2023	2024			
Wathen Lane	US 60 to city limits		PE							\$ -	\$ -
02-382	MTP 2045: 25-13 (Exempt)	13	RW		\$419					\$ 335	\$ 84
1.42 mi.	SHN, CRRSAA	3/15/2021, 4/7/2021	U		\$710					\$ 623	\$ 87
			CN			\$3,300				\$ 2,640	\$ 660
Upgrade project by widening lanes, adding curb, gutter and sidewalk. Utility phase to be funded with \$272,587 CRRSAA, \$349,530.40 SHN, and \$87,382.60 Local funding.											
Green River Road	Bend Gate Road to Osage Drive		PE							\$ -	\$ -
02-321		14	RW	\$35						\$ 28	\$ 7
0.45 mi.	TA	6/11/2020	U							\$ -	\$ -
			CN		\$240					\$ 192	\$ 48
Sidewalk construction											
Sponsor: Henderson County											
Walking Trail	Sandy Lee Watkins County Park Trail		PE							\$ -	\$ -
n/a			RW							\$ -	\$ -
0.5 mi.	RTP	3/11/2021	U							\$ -	\$ -
			CN		\$46					\$ 37	\$ 9
Construct the final 0.5 miles of the trail. Includes the placement of an historic truss bridge.											
KYTC Sponsored projects using SHN funds											
KY 2084 (formerly US 41)	Intersection with KY 812		PE							\$ -	\$ -
02-711.00			RW	\$100						\$ 100	\$ -
n/a	SHN	3/2/2020	U	\$200						\$ 200	\$ -
			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											
US 41	Intersection with Wolf Hills Road		PE							\$ -	\$ -
02-715.00			RW							\$ -	\$ -
n/a	SHN	7/9/2020	U							\$ -	\$ -
			CN							\$ -	\$ -
Intersection project to improve safety. Note: A soft match will be provided with KY toll credits											
			PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			RW	\$ 135	\$ 419	\$ 150	\$ -	\$ -	\$ -	\$ 613	\$ 91
			U	\$ 200	\$ 710	\$ 400	\$ -	\$ -	\$ -	\$ 1,223	\$ 87
			CN	\$ -	\$ 1,190	\$ 3,300	\$ 600	\$ -	\$ -	\$ 4,382	\$ 708
Total				\$ 335	\$ 2,319	\$ 3,850	\$ 600	\$ -	\$ -	\$ 6,218	\$ 886
Federal				\$ 328	\$ 2,100	\$ 3,190	\$ 600	\$ -	\$ -	\$ 6,218	
Local				\$ 7	\$ 219	\$ 660	\$ -	\$ -	\$ -		\$ 886

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 5.5 (Kentucky Grouped Projects) and Table 5.6 (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 5.5:
Kentucky Grouped Project List

Description (All projects are located in Henderson County)	Total Costs (costs in thousands)				
	2020	2021	2022	2023	2024
Pavement resurfacing, restoration, and rehabilitation projects					
Median guardrail/cable projects with no change to access					
Rail crossing protection					
Bridge painting					
Bridge inspections					
Bridge maintenance					
Commuter ridesharing programs					
Traffic signal system improvements					
Highway signage					
Pavement markers and striping					
Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act					

Table 5.6:
Indiana Grouped Project List

Grouped Project Category	Total Project Cost (costs in thousands)				
	2020	2021	2022	2023	2024
Pavement Preservation Includes PPI projects, 1 & 2 lay overlays	\$969	\$1,000			
Bridge, Culvert and Small Structure Preservation Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements		\$1,000			
Signing, marking, striping and rumble strips	\$1,867				
Traffic signal system improvements and lighting					
Median guardrail/cable projects with no change to access					
Rail crossing protection	\$407				
Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act					
Commuter ridesharing programs					
Statewide and non-construction activities					

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.

Page intentionally left blank.

A

PROJECT APPLICATION & PRIORITIZATION

Figure A.1: Call for Projects Application - Instructions

Call for Projects - Project Application

Evansville Metropolitan Planning Organization

General instructions:

Project sponsors seeking federal funding for eligible projects must complete this application for consideration. To begin, save a copy of this application. Go to **File -> Save As**. Include your agency name in the filename.

Application structure:

This application is organized into sections. The tabs at the bottom of the page designate the sections. These sections include:

Applicant: This tab includes basic information about your agency. *(Skip this tab if transit project.)*

Description: This tab is for you to provide details about the project in which you are requesting funding. *(Skip this tab if transit project.)*

Transit Projects Only: 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. *(Skip this tab if non-transit project.)*

Finance: 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.

Support: This tab includes information to show project support.

Map: 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: http://www.evansvillempo.com/Docs/Call_for_Projects/Letter_of_Financial_Commitment.docx)

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

Call for Projects
EMPO

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

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

Figure A.4: Call for Projects Application - Transit

Agency Information	
Agency / Organization Name:	
Contact Person for this Project:	
Title:	
Address:	
Phone:	
Email:	
Title VI Plan/Compliance Letter:	
ADA Transition Plan/ Compliance Letter:	
Financial commitment letter(s):	

Project Description	
Project Type:	<input checked="" type="radio"/> Capital - Vehicle Acquisition <input type="radio"/> Capital - Other <input type="radio"/> Operation - New Route (METS only)
Project Description:	
Purpose and Need:	(Describe why the new vehicle or service is needed. For new vehicles include age, mileage, and condition of vehicle being replaced.)
Project Location:	

New Vehicle Type (Vehicle Acquisitions only)	
Vehicle Category:	
Vehicle Description:	(type (transit bus, BOC, cutaway, minivan), model year, revenue or non-revenue, etc.)
Seating Capacity:	(including driver)
Wheelchair Capacity:	(permanent spots)
Additional Information:	
Additional Information:	(Please provide additional project description, purpose and need, or project location if necessary.)

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)		\$ -		\$ -	\$ -
Total All Phases (lines A-F)		\$ -		\$ -	\$ -

Source of Cost Estimate:	
---------------------------------	--

(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

What is the primary objective of this project?	
	Choose one:
-	
Other:	
What is the secondary objective of this project?	
	Choose up to 2:
-	
-	
Other:	
Is the project consistent with local planning documents?	
	List all that all apply
-	
-	
-	
-	
-	
-	
Other:	

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

Project Map

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.

Figure A.8: Call for Projects Prioritization

Call for Projects Scoring Prioritization			
Project:			
Application Type:		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	
TOTAL	110	0	

Page intentionally left blank.

Tables B.1 through B.3 presents a comprehensive list of recommended transportation improvements from the long-range element of the transportation planning process, the Metropolitan Transportation Plan. Projects in the 2020-2024 TIP are consistent with those recommended in the Metropolitan Transportation Plan 2045 (MTP 2045). 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 a 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.
- UT refers to utilities relocation activities

B

MTP 2045 PLANNING SUPPORT

Table B.1: 2019-2025 Project List

2019 - 2025 Project List¹						
ID#	Road	Limits	Concept	Length (mi)	Non-Exempt	Est. Cost Range (mil)
City of Evansville						
25-1	Columbia St	Hirschland Rd to Cross Pointe Blvd	New	0.52	x	N/A ²
25-2	Covert Ave	U.S. 41 to I-69	Reconstruct (road diet)	5.10		\$4.6
25-3	Oak Grove Rd	Burkhardt Rd to Cross Pointe Blvd	Widen (5 Lns)	0.36	x	N/A ²
25-4	Vogel Rd	E of Hirschland to Cross Pointe Blvd	New (3 Lns)	0.36	x	N/A ²
25-5	Walnut St	MLK Blvd to Vann Ave	Reconstruct	3.07		\$16.4
Vanderburgh County						
25-6	Baseline Rd	Husky Way to Old State Rd	Widen (TWLTL)	0.85		\$5.3
25-7	Kansas Rd	Petersburg Rd to Green River Rd	Widen (TWLTL)	0.88		\$8.7
25-8	Oak Hill Rd	Lynch Rd to Heckel Rd	Widen (TWLTL)	1.52		\$10.2
25-9	Oak Hill Rd	Heckel Rd to Millersburg Rd	Widen (TWLTL)	1.15		\$7.6
Warrick County						
25-10	Bell Rd	High Pointe Dr to Telephone Rd	Widen (TWLTL)	1.82		\$7.8
25-11	Telephone Rd	Bell Rd to Fuquay Rd	Widen (TWLTL)	1.24		\$4.2
City of Henderson						
25-12	North Elm St	Watson Ln to 12th St	Upgrade	1.75		\$6.0 - \$6.6
25-13	Wathen Ln	U.S. 60 to City Limit	Upgrade	1.13		\$3.3
25-14	Watson Ln	Sunset Ln to Green River Rd	Upgrade	1.10		\$5.0
Henderson County						
None						
INDOT/KYTC						
25-15	I-69	Ohio River Crossing	New		x	\$1,200 - \$1,600
KYTC						
25-16	KY 1539/Zion-Larue Rd	KY 351 to Kimsey Ln	Upgrade			\$3.0
25-17	U.S. 41 - U.S. 60	Interchange Modification	Reconstruct			\$20.0
25-18	U.S. 60	Wathen Ln to KY 2183/ Holloway-Rucker Rd	Widen (4 Lns)		x	\$5.5
25-19	U.S. 60	KY 2183/Holloway-Rucker Rd to KY 1078/Baskett Ln	Widen (4 Lns)		x	\$4.3
25-20	U.S. 60	New Bridge over Green River at Spottsville	Replacement			\$25.0

¹ Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for preservation, maintenance, intersection improvements, and other non-regionally significant project, but these project types are not included in this plan.

² These infrastructure projects will be designed and constructed as part of development plans submitted by the developers of the properties. As such, the costs are not factored into the fiscal constraint determination.

Reconstruct - Rebuild to a new condition

Upgrade - Rebuild to a new condition and improved design criteria

Table B.2: 2026-2035 Project List

2026 - 2035 Project List*						
ID#	Road	Limits	Concept	Length (mi)	Non-Exempt	Est. Cost Range (mil)
City of Evansville						
35-1	Third St	Court St to Parrett St	Reconstruct	0.83		\$10.8 - \$13.2
35-2	Virginia St	Green River Rd to Burkhardt Rd	Widen (TWLTL)	1.02		\$5.4 - \$6.6
35-3	Vogel Rd	Green River Rd to Burkhardt Rd	Widen (TWLTL)	1.02		\$5.4 - \$6.6
Vanderburgh County						
35-4	Boonville-New Harmony Rd	Petersburg Rd to Green River Rd	Upgrade	1.26		\$6.5 - \$8.0
Warrick County						
35-5	Casey Rd	Vann to SR 66	Widen (TWLTL)	0.79		\$3.0 - \$4.0
35-6	Epworth Rd	SR 662 to Lincoln Ave	Widen (TWLTL)	1.07		\$6.0 - \$7.0
35-7	Lincoln Ave	SR 66 to Anderson Rd	Widen (TWLTL)	1.13		\$6.2 - \$6.9
35-8	Oak Grove Rd	SR 261 to Anderson Rd	Widen (TWLTL)	1.26		\$5.0 - \$6.0
City of Henderson						
35-9	Atkinson St	KY 136 to KY 812/Clay St	Reconstruct	0.61		\$5.8 - \$7.1
Henderson County						
None						
INDOT						
None						
KYTC						
35-10	KY 425/Henderson Bypass	U.S. 60 to I-69	Widen (4 Lns)		x	\$26.0 - \$29.0
35-11	U.S. 60	KY 1078/Baskett Ln to Green River Bridge	Widen (4 Lns)		x	\$36.0 - \$39.0
35-12	U.S. 60	Corydon to KY 425/Henderson Bypass	Reconstruct		x	\$21.0 - \$26.0
35-13	U.S. 60	Waverly, KY to Corydon, KY	Reconstruct		x	\$18.0 - \$22.0
35-14	U.S. 60	City of Corydon Bypass	New		x	\$27.0 - \$34.0

*Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for preservation, maintenance, intersection improvements, and other non-regionally significant project, but these project types are not included in this plan.

Reconstruct - Rebuild to a new condition

Upgrade - Rebuild to a new condition and improved design criteria

Table B.3: 2036-2045 Project List

2036 - 2045 Project List¹						
ID#	Road	Limits	Concept	Length (mi)	Non-Exempt	Est. Cost Range (mil)
City of Evansville						
45-1	Broadway Ave	City Limits to Barker Ave	Reconstruct	1.55		\$10.0 - \$11.0
45-2	Burkhardt Rd	Lincoln Ave to Lloyd Expy	Widen (5 Lns)	0.50	x	\$5.4 - \$6.6
45-3	Claremont Ave	Red Bank Rd to Barker Ave	Reconstruct	1.27		\$7.0 - \$10.0
45-4	Kratzville Rd	Diamond Ave to Darmstadt Rd	Reconstruct	2.86		\$3.2 - \$3.5
45-5	Lincoln Ave	Green River Rd to Newburgh Rd	Widen (TWLTL)	0.50		\$3.2 - \$3.5
45-6	Red Bank Rd	Broadway Ave to SR 62/Lloyd Expy	Reconstruct	1.37		\$9.0 - \$9.9
45-7	Stringtown Rd	Diamond Ave to Mill Rd	Upgrade	1.65		\$7.4 - \$8.2
Vanderburgh County						
45-8	Petersburg Rd	Boonville New Harmony Rd to Kansas Rd	Reconstruct	1.72		\$8.5 - \$10.5
45-9	Red Bank Rd	N of SR 62/Lloyd Expy to Upper Mt Vernon Rd	Reconstruct	0.94		\$5.1 - \$6.3
45-10	Schutte Rd	SR 62/Lloyd Exp to Broadway Ave	Reconstruct	1.35		\$6.8 - \$8.4
Warrick County						
None						
City of Henderson						
45-11	S Main St	Drury Ln to Yeaman Ave	Reconstruct	0.60		\$8.2 - \$10.0
Henderson County						
None						
INDOT						
None						
KYTC						
45-12	KY 351	Denise Dr to Bishop Ln	Reconstruct	0.99		\$6.1 - \$7.5
45-13	KY 416	U.S. 41 to U.S. 41A	Reconstruct	7.36		\$45.3 - \$55.4

¹Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for preservation, maintenance, intersection improvements, and other non-regionally significant project, but these project types are not included in this plan.

Reconstruct - Rebuild to a new condition

Upgrade - Rebuild to a new condition and improved design criteria

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.

C

RED FLAG

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 2020-2024 TIP projects and the planning stage at which an RFI was completed.

Table C.1: Red Flag Status

Evansville MPO TIP 2020 - 2024 Red Flag Status				RFI completed as part of MTP 2045	RFI completed as part of project development	RFI completed as part of TIP
Des #	Road	Limits	Type			
City of Evansville						
1383064	Covert Ave.	US 41 to I-69	Road Diet/Road Improvement		x	
1383066	Second St.	At Washington Ave	Intersection and Safety Improvements		x	
1801725	Second St.	Parrott/Jefferson Streets	Intersection and Safety Improvements		x	
1700400	Walnut St.	US 41 to Weinbach Ave. – Phase 1	Road Diet/ Road Improvement		x	
1801727	Walnut St.	Weinbach Ave. to Vann Ave. – Phase 2	Road Diet/ Road Improvement		x	
1801726	Walnut St.	MLK Jr. Blvd to US 41 – Phase 3	Road Diet/ Road Improvement		x	
1601824	Various Locations	City of Evansville Signal System	Signal Pre-emption for Fire Dept.	Exempt		
1802795	Various Locations	City of Evansville Signal System	Replace/Upgrade Signal Heads	Exempt		
1802798	Green River Rd. /Washington Ave.	Bellemeade to Covert/Green River Rd to Erie	Signal Modernization	Exempt		
1802793	Green River Rd. /First Ave.	At Vogel Rd./ At Mill Rd.	Signal Modernization	Exempt		
1601824	Various	Sign replacement program	Signs	Exempt		
Vanderburgh County						
1592156	Columbia St. Bridge.	Over Pigeon Creek, 9th Ave and CSX	Bridge Rehabilitation or Repair		x	
1802048	Franklin St. Bridge	Over Pigeon Creek	Bridge Rehabilitation or Repair			x
1802074	Oak Hill Rd.	Eastwood Dr. to Millersburg Rd.	Road Widening (TWLTL)		x	
Warrick County						
1401384	Bell Road	High Point Dr. to Telephone Rd.	Road Widening (TWLTL)		x	
1802049	Telephone Rd.	Bell Rd to Fuquay Rd.	Road Widening (TWLTL)	x		
1592154	Vann Road/ Casey Road	Vann (SR 261 to Casey Rd.) Casey Rd. (Oak Grove Rd. to Vann Rd.)	Trail Construction			x
City of Henderson						
N/A	Wathen Lane	US 60 to city limits	Upgrade		x	
N/A	North Green River Road	Bend Gate Rd. to Osage Drive	Sidewalk		x	
Henderson County						
N/A						

Page intentionally left blank.

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. Our 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.

FAST Act

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads.

Financial/Fiscal Constraint

Financial constraint ensures that a planning document will be financially feasible. The total estimated cost of proposed transportation improvements is equal to, or less than, the estimated revenue for the time period. 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 Road 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 Fifths 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.

Page intentionally left blank.

**Table D.1:
Public Comments and Responses**

Date	Submitted By	Comment	Evansville MPO Response
2/17/19	Dr. Dan Adams	Pg 25 of Funding the TIP - Why does the Local Project Fed Funding drop so precipitously from 2020 to 2021 (\$22,328,000 to \$10,731,000) ?	Local Fiscal Year (FY) 2020 funding includes prior year balances carried forward (approximately \$10.75M). These balances will be spent in FY 2020 leaving only annual allocation amounts available for funding projects in FY 2021-2024.

E

COMMENTS

Page intentionally left blank.

Transportation Improvement Program **2020-2024** **for the Evansville-Henderson Urbanized Area**

Evansville Metropolitan Planning Organization
1 NW Martin Luther King, Jr. Blvd.
Room 316 - Civic Center Complex
Evansville, IN 47708