



TRANSPORTATION IMPROVEMENT PROGRAM

2024 - 2028

Evansville MPO



Henderson • Vanderburgh • Warrick

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TRANSPORTATION IMPROVEMENT PROGRAM

2024-2028

for the Evansville-Henderson Urbanized Area

Evansville MPO Policy Committee Adoption:
Indiana Governor's Approval:
Kentucky Governor's Approval:

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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

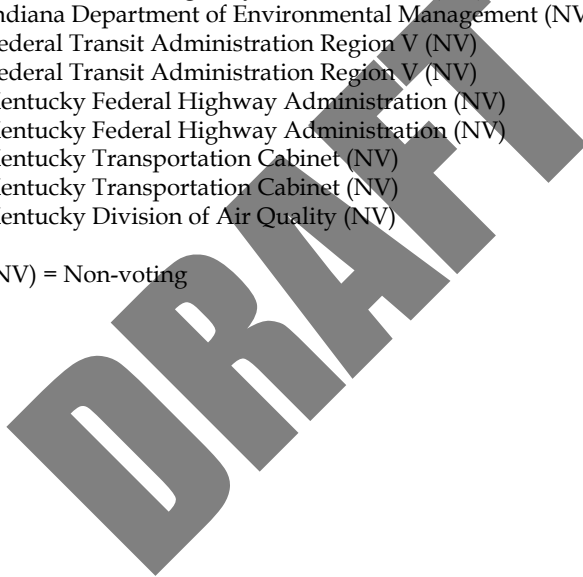
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Evansville MPO Policy Committee Members

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Rusty Fowler	Vice-Chairperson, Indiana Department of Transportation
Lloyd Winnecke	Mayor, City of Evansville
William "Buzzy" Newman	Henderson City Manager, City of Henderson Appointment
Ron Beane	Councilmember, Evansville City Council
Ben Shoulders	Commissioner, Vanderburgh County Commission
Jill Hahn	Councilmember, Vanderburgh County Council
Dan Saylor	Commissioner, Warrick County Commission
Nick Stallings	County Engineer, Henderson County Appointment
John Stoll	County Engineer, Vanderburgh County Commission Appointment
Todd M. Robertson	Transportation and Services Director, City of Evansville Mayoral Appointment
Christy Powell	Town Manager, Town of Newburgh Appointment
Deneatra Henderson	Chief District Engineer, Kentucky Transportation Cabinet
Joe McGuinness	Indiana Department of Transportation (NV)
Jermaine Hannon	Indiana Federal Highway Administration (NV)
Kari Carmany-George	Indiana Federal Highway Administration (NV)
Shawn Seals	Indiana Department of Environmental Management (NV)
Kelley Brookins	Federal Transit Administration Region V (NV)
Cecilia Godfrey	Federal Transit Administration Region V (NV)
Todd Jeter	Kentucky Federal Highway Administration (NV)
John Ballantyne	Kentucky Federal Highway Administration (NV)
Jim Gray	Kentucky Transportation Cabinet (NV)
Mikael Pelfrey	Kentucky Transportation Cabinet (NV)
Michael Kennedy	Kentucky Division of Air Quality (NV)

(NV) = Non-voting



ACKNOWLEDGEMENTS

Evansville MPO Technical Committee Members

Nate Hahn, Chairperson Executive Director, Evansville Vanderburgh Airport Authority
Rick Wilson, Vice Chairperson Superintendent of Operations, METS

The following organizations are represented on the Technical Committee:

American Medical Response
American Structurepoint, Inc.
Arc of Evansville
Ascension St. Vincent
Black Chamber of Commerce Evansville
Carver Community Organization
Commonwealth Engineers, Inc.
CSX Transportation
David Matthews Associates
Dpatrick Automotive
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Evansville Regional Airport
Evansville Trails Coalition
Evansville/Vanderburgh County Area Plan Commission
Evansville/Vanderburgh County Emergency Management Agency
Evansville Water and Sewer Department
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Federal Highway Administration (Kentucky)
Federal Transit Administration (Region V)
Green River Area Development District
Henderson Area Rapid Transit
Henderson City Engineer
HOLA Evansville
Henderson City Manager
Henderson County Engineer
Henderson County Riverport Authority
Henderson-Henderson County Chamber of Commerce
Henderson-Henderson County Plan Commission
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Indiana Department of Environmental Management (Indianapolis)
Indiana Department of Transportation (Indianapolis)
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Indiana Southern Railroad
Kentucky Transportation Cabinet (Frankfort)
Kentucky Transportation Cabinet (Madisonville)
Lochmueller Group
Metropolitan Evansville Transit System
Port of Indiana-Mount Vernon
Posey County Chamber of Commerce
Qk4 Inc.
Shrewsbury & Associates, LLC
Southern Indiana Resource Solutions, Inc. (SIRS)
Town of Chandler
United Neighborhoods of Evansville (UNOE)
University of Evansville
US House of Representatives District 8
Vanderburgh County Emergency Management Agency
Vanderburgh County Engineer
Warrick County Economic Development
Warrick County Plan Commission
Warrick County School Corporation
Westside Improvement Association

Evansville MPO Staff

Seyed Shokouhzadeh Executive Director
Pamela Drach Deputy Director
Matt Schriefer, AICP Chief Transportation Planner
Erin Schriefer Senior Transportation Planner
Amir Varshochi Transportation Planner
Brooke Vorbeck, REM Environmental Scientist
Xinbo Mi Senior Transportation Engineer
Kari Akin Senior Finance Officer
Lorenzo Marsh Transportation Technician
Laura Lamb Transportation Advisor

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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).

01 ABOUT THE 2024-2028 TIP



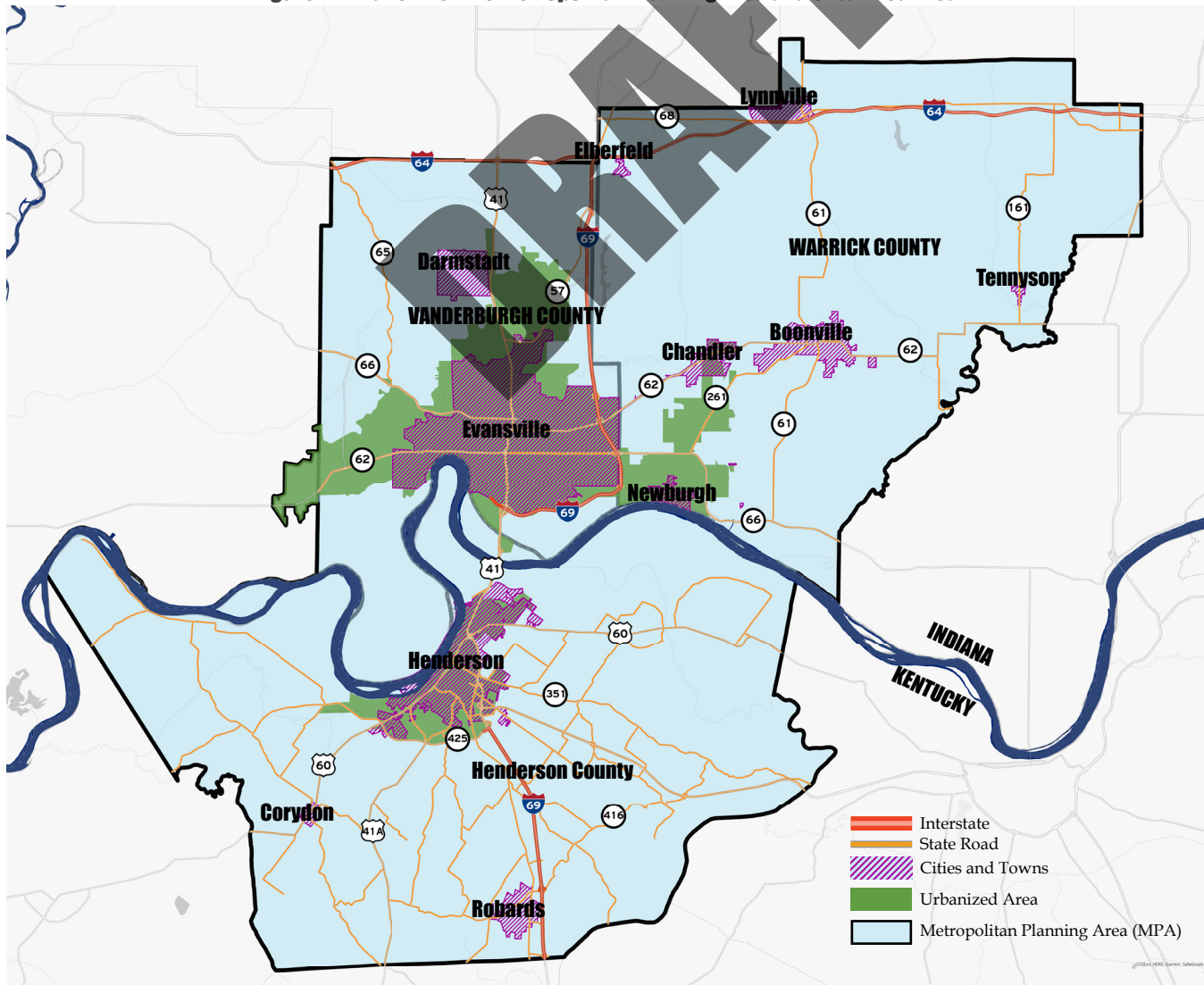
While UZA boundaries are defined by the United States Census Bureau, a Metropolitan Planning Area (MPA) is determined by agreement between the MPO and the Governor(s), and defines the geographic area in which the metropolitan planning process is carried out. The Evansville MPO MPA contains approximately 650 square miles in Indiana, including the City of Evansville, Vanderburgh County, Warrick County and a small area of the Evansville UZA 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 require approval by the Policy Committee. Committee membership includes elected or appointed officials from local governments within the Evansville MPO's UZA, 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 public agencies within the planning area. 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.

Figure 1.1: Evansville MPO Metropolitan Planning Area and Urbanized Area



Federal Transportation Legislation and Regulations

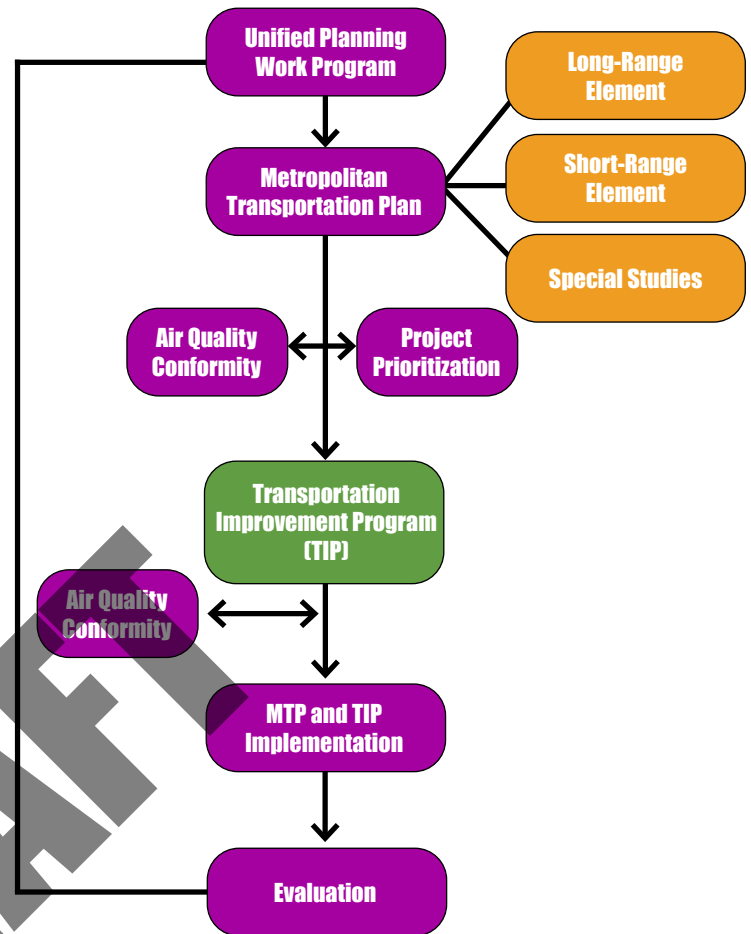
The Infrastructure Investment and Jobs Act (IIJA), which became law November 15, 2021, is the current federal legislation addressing surface transportation and funding. The IIJA maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery with a focus on climate change mitigation, resilience, and equity for all users. It reauthorizes the highway, transit, bicycle and pedestrian programs and policies established through its predecessors and provides more opportunities for local governments to access new funding programs.

The IIJA continues the metropolitan and statewide transportation planning processes; maintaining performance goals, measures, and targets in the process of identifying needed transportation improvements and project selection. The IIJA builds on the efforts of earlier bills to address the many challenges facing transportation systems today – with a focus on safety, bridges, climate change, resilience and project delivery. Requirements for a long-range metropolitan transportation plan (MTP) and a short-term transportation improvement program (TIP) continue, with the MTP to incorporate performance plans required by legislation for specific programs.

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. Consideration must be given to the relationship between the projects programmed in the TIP and the planning factors in the FAST Act and subsequent transportation legislation. The Evansville MPO Metropolitan Transportation Plan 2050 (MTP 2050), anticipated to be adopted March 2023, includes a recommended program that was developed with consideration of the 10 planning factors. The TIP serves as a tool to implement projects from the long-range MTP, as well as a document to keep the public informed about regional projects. Figure 1.2 illustrates the transportation planning process as it relates to the Evansville MPO. Project prioritization is discussed further in Chapter 2.

Development of the TIP includes funding schedules and project prioritization for both local and state-initiated projects. This requires the participation of

Figure 1.2:
Evansville MPO Transportation Planning Process



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. Additionally, the MPO has ongoing partnerships with the two public transit agencies and the non-profit organizations that provide services within the MPA.

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. A Memorandum of Agreement was executed in 2015 between the Evansville MPO, INDOT, KYTC, Metropolitan Evansville Transit System (METS) and Henderson Area Rapid Transit (HART). The MOA lists the roles and responsibilities of each agency involved in the transportation planning process as required by the regulations.

Relationship to Other Planning Documents

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 2050), 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 variety of activities, including roadway maintenance, active transportation, transit, access management, capacity expansion, and air quality projects. As the MTP 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. Such special plans include but are not limited to the Regional Intelligent Transportation Systems (ITS) Architecture, Complete Streets policy, Safety Action Plans, and regional bicycle and pedestrian plans.

The legislation requires that all transportation projects funded through the Federal Transit Administration's (FTA) Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program be derived from a locally developed Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan). The Coordinated Plan must be considered before a project using Section 5310 funds can be included in the TIP. The METS Comprehensive Operations Analysis (COA) also serves as an important guide for the prioritization of projects for the METS system.

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 presented in the full project funding and implementation schedule in

This transportation improvement program, the 34th 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, 2023 to June 30, 2028. The 2024–2028 TIP is consistent with the MTP 2050, is supported by the Congestion Management Process, and is consistent with the Coordinated Plan. The TIP has been developed through a coordinated process consistent with the regulations, planning documents and factors described. While the TIP covers five years of project programming, the FHWA and the FTA will consider the projects in the fifth year as informational.

The MTP 2050 projects can be found in Appendix A.

Performance Targets and Measures

The 2024–2028 TIP continues the effort to integrate the values and needs of the community as defined by the Metropolitan Transportation Plan 2050 (MTP 2050). The MTP 2050 integrates a focus on livability, summarized in the vision statement for MTP 2050. 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 areas established in MAP-21, are the measurable, achievable steps needed to accomplish the objectives. The Goals, Objectives and Performance Measures from the MTP 2050 are detailed in Table 1.1

MTP 2050 Vision

The Evansville-Henderson region will have a balanced multimodal transportation network. Expanded mobility options will improve the quality of life and health for all users and generate increased economic opportunities. Sustainable and resilient practices will reduce environmental impacts and increase safety and security in the region.

Table 1.1: MTP 2050 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.	
1	Objective: Increase the availability of bicycle and ADA-accessible pedestrian facilities to provide better connections between residential areas, workplaces, health care, schools, shopping, parks/recreational facilities, services and other transportation networks.
2	Objective: Increase the viability of transit by providing more options and connections between residential areas, workplaces, health care, schools, shopping, parks/recreational facilities, services and other transportation networks.
3	Objective: Create a dependable transportation network to minimize impacts of unexpected delays and provide consistent travel times for all modes.
Performance Measures:	
	Federal:
# of on-street bicycle miles	
# of greenway/shared use path miles	
# of sidewalk miles on arterials and collectors	
# of people within 1/4 mile of a transit route	
% of person-miles traveled on interstate system that are reliable	✓
% of person-miles traveled on non-interstate NHS system that are reliable	✓
ECONOMIC VITALITY	
Goal: Increase the economic vitality of the region to support mobility options, employment access and freight movement efficiency.	
1	Objective: Increase the availability of bicycle and ADA-accessible pedestrian facilities to improve job access for residents and serve as an economic catalyst to promote redevelopment.
2	Objective: Expand transit options and increase efficiencies to improve access to jobs and places of business in and between all three counties.
3	Objective: Create a consistent and dependable transportation network to ensure the on-time delivery of goods and services.
4	Objective: Prioritize transportation projects that support redevelopment and compact growth to reduce the cost of providing transportation options and utilizing the transportation network.
Performance Measures:	
	Federal:
# 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	
# of jobs within 1/4 mile of a transit route	
Truck Travel Time Reliability Index (TTTR)	✓

Table 1.1: MTP 2050 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.	
1	Objective: Incorporate sustainability and resiliency into the planning process by prioritizing projects that reduce emissions.
2	Objective: Prioritize projects that incorporate design elements to reduce and mitigate environmental impacts on the transportation network.
Performance Measures:	
	Federal:
Cumulative Reductions- Particulate Matter (PM 2.5)	✓
Cumulative Reductions-Particulate Matter (PM 10)	✓
Cumulative Reductions-Nitrogen Dioxide (NOx)	✓
Cumulative Reductions-Carbon Monoxide (CO)	✓
Cumulative Reductions-Volatile Organic Compound (VOC)	✓
SAFETY & SECURITY	
Goal: Improve the safety and security of the transportation system for all users.	
1	Objective: Prioritize projects that reduce serious injuries and fatalities to ensure safe and secure transportation networks for all users.
2	Objective: Maintain and monitor transportation infrastructure conditions to preserve regional transportation networks.
3	Objective: Maintain a state of good repair for transit and paratransit vehicles and facilities to ensure a safe and secure transit system.
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	✓
% 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	✓
% 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	✓

The IIJ Act continues the performance-based planning emphasis for investing resources in projects that collectively make progress toward the achievement of national goals. The legislation requires the consultation between states, MPOs and other stakeholders, to establish performance measures in these areas:

- Highway Safety Performance Measures (PM1),
- Pavement and Bridge Performance Measures (PM2),
- System Performance Measures and CMAQ (PM3),
- Transit Asset Management (TAM), and
- Public Transportation Agency Safety Plan (PTASP)

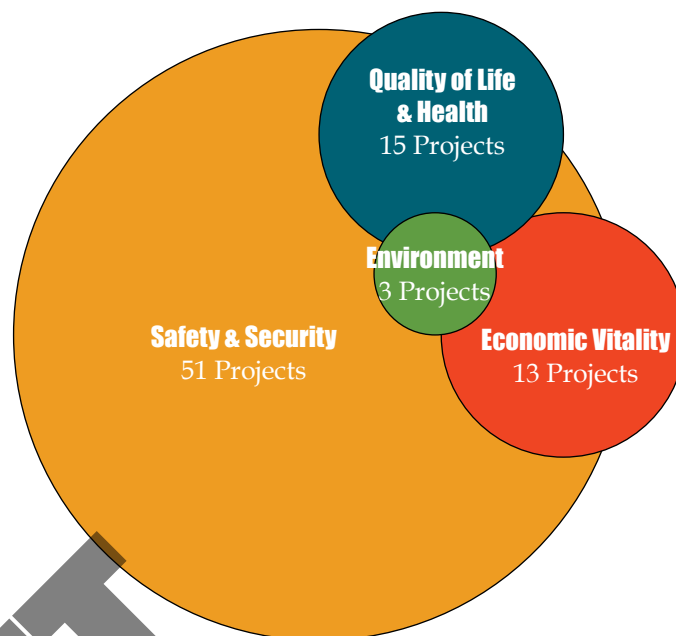
The TIP and other plans are required to include information regarding performance measures and regional progress towards achieving the goals set forth in the plan and how the measures inform decisions and guide investment priorities for the regional transportation network. While Chapter 2 includes more detailed information on the regional and national performance measures, the link to the decision-making process, and the investments in the 2024-2028 TIP program of projects, Figure 1.3 summarizes the number of projects in the TIP with respect to the MTP 2050 Goals, Objectives and Performance Measures. Many TIP projects provide benefits to more than one MTP Goal by addressing secondary deficiencies as part of the larger project, such as a road resurfacing project that includes bicycle and pedestrian elements.

Fiscal Constraint

Federal regulations require that the TIP include a demonstration of financial constraint that includes sufficient financial information to determine which projects are to be implemented using current and/or reasonably available revenues. The TIP was developed in a manner that optimizes use of available funds and resources, and serves the transportation needs of the region, as defined in the long-range MTP 2050. The TIP financial plan in Chapter 3 shows the funding programmed for the local FY 2024-2028 program and the anticipated federal funding for the region, and demonstrates that the region has reasonably expected forecasted revenues available to fund the local program of projects as presented in the 2024-2028 TIP.

Fiscal constraint for the INDOT and the KYTC programs of projects is demonstrated in their respective STIP documents.

**Figure 1.3:
TIP Projects and MTP Goals**



Air Quality/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 State Implementation Plan (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 can be found in Chapter 8 of the MTP 2050.

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 (EJ) 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.

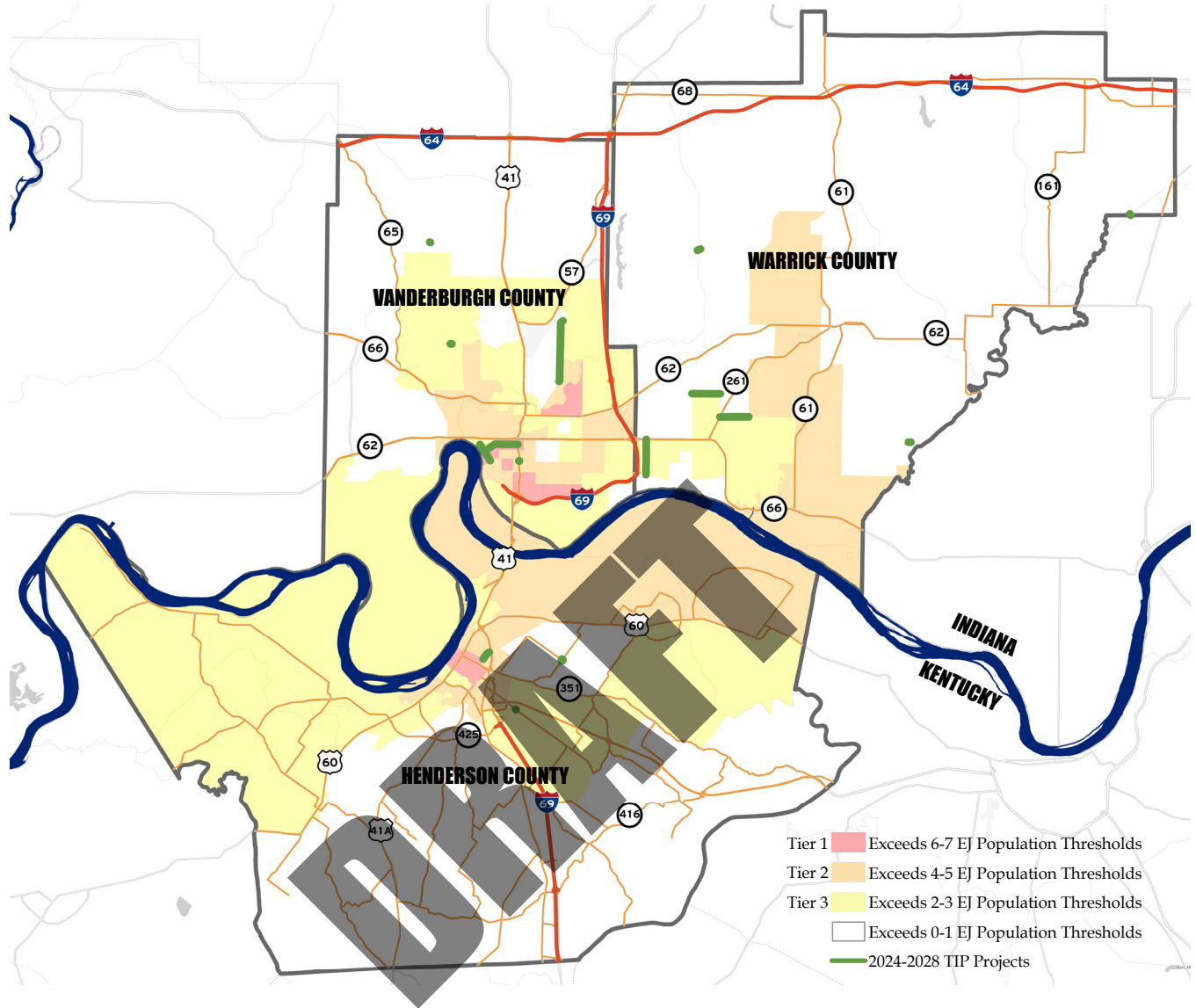
Figure 1.4 shows the EJ population areas considered in the project prioritization process and the mapped 2024-2028 TIP local projects. The GIS mapping tool on the MPO website includes these layers along with other mapping items such as the MTP 2050 projects, traffic data, transit routes, bike facilities, and other network items. The recommended projects in the MPO 2024-2028 TIP are distributed throughout the three-county region and will not adversely affect areas of disadvantaged populations. Appendix B provides more detail regarding EJ population area determination.

Public Outreach

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 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 January 2021. 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 MPO website (where it may be viewed and downloaded), and upon request at the MPO office.

On January 25, 2023 the draft 2024-2028 TIP document, the MTP 2050 and the associated Air Quality Conformity Analysis will be released for a 30-day Public Comment Period which will close on February 24, 2023. Public outreach will include social media and a virtual open house. All events will be announced through social media postings with selected events listed in Legal Notices published in the local news publications. More details are included in Appendix C.

Figure 1.4: FY 2024-2028 Local Projects and EJ Population Areas



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The Evansville Metropolitan Planning Organization followed the regulations and guidelines discussed in Chapter 1 when preparing the 2024-2028 Transportation Improvement Program. The program development, performance progress and maintenance of the document are discussed in the following sections.

Program Development

For a transportation improvement project to receive federal funding, it is necessary for that project to be consistent with the approved metropolitan transportation plan (MTP) and be included in the transportation improvement program (TIP). The MTP 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.

02 TIP PROCESS



Walnut Street - City of Evansville

KNOW THE TERMS...

Program: to delegate a project to be eligible for future reimbursement of federal funds.

Obligate: commitment of the federal share of a project's eligible costs.

The Evansville MPO Notice of Funding Availability (call for projects) application and associated prioritization process for locally allocated federal funds was developed in June 2020, with minor updates made in July 2022. The application and reference guide that includes the prioritization process are included in Appendix D. The application provides the MPO with more project support information such as purpose and need statement and a list of all local and regional planning documents that include the project, such as the MTP 2045, asset management plans, ADA transition plans, and green infrastructure plans.

The adopted prioritization process and criteria for evaluating candidate projects were structured to clearly demonstrate support of achievement of the Metropolitan Transportation Plan 2045 Goals, Objectives and Targets and performance measures with an increased consideration for improving accessibility and equity. The process gave direct consideration to projects that were located in areas of higher density populations, offered greater access to employment and services, and incorporated multimodal elements as promoted in the MPO Complete Streets Policy (Appendix E). The Complete Street Policy pertains to all local projects applying for MPO allocated federal funding after the policy's adoption. Projects utilizing other funding sources are also encouraged to adhere to this policy. The MPO staff reviews the projects on the Environmental Justice (EJ) population area maps to compare the anticipated outcomes and potential impacts of the projects on the surrounding EJ community as well as to identify opportunities to provide ADA improvements and multimodal elements to the proposed projects. Consideration of the emergency events evaluation results, as appropriate, is also part of the program development process (Appendix G).

After the project prioritization process is completed, the selected projects are reviewed for funding eligibility and the project development schedules are confirmed for each project. Project completion, and a demonstrated commitment to project completion, are main factors in the continued funding of existing projects. These projects will be given funding priority for construction phases,

followed by new projects prioritized in the call. 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. The projects and implementation schedules are provided in Chapter 4.

Transit Process

The Evansville Urbanized Area receives Section 5307 Urbanized Area Formula funds and Section 5339 Bus and Bus Facilities Formula funds annually to be sub-allocated to METS and HART. With their combined budgets far exceeding the funds received through these grants, it is the responsibility of the Evansville MPO to equitably split these funds between the two agencies. The MPO's goal is to provide adequate federal funding to continue current levels of service for both agencies and the communities they serve. The MPO consults with each agency to determine the most appropriate funding split based on their forecasted budgets, capital needs, and past allocations of Section 5307 and Section 5339 funds. Some capital projects may need to be delayed or local funds may be needed to cover the costs that go beyond the available federal funds. The MPO works closely with each agency to ensure a fair sub-allocation of funds.

Participation and Outreach

Transportation decisions are more responsive to local needs as a result of the public participation process. Public engagement provides decision-makers with relevant, applicable information prior to decision-making, and provides the public an opportunity to share perspectives. The Evansville MPO is responsible for making sure that any funding approved for transportation projects and programs is based on a continuing, cooperative and comprehensive (3-C) planning process.

Transportation projects and programs that receive federal transportation funding in the Evansville MPO region go through this planning process. The Evansville MPO staff developed the Participation Plan that was adopted by the Policy Committee in January 2021. 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 community involvement program for the 2024-2028 Transportation Improvement Program consists of the following activities:

- On January 12, 2023 the Evansville MPO presented the program of projects and funding levels in the draft 2024-2028 TIP to the Technical and Policy Committees. 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.
- A 30-day public comment period has been advertised for January 25, 2023 to February 24, 2023 and was published in the Evansville Courier & Press, Henderson Gleaner, and The Warrick County Standard. Public comments can be submitted by mail, email, phone, or in person during office hours. The draft TIP will be available for online review through the Evansville MPO website.
- The legal notice was sent to the Policy and Technical Committee members, local news media contacts, CAC members, and consultation agencies identified in the Participation Plan.
- Open Houses will be held on February 8, 2023 at Evansville Central Library and Henderson County Public Library from 4:00pm to 6:00pm.
- A virtual open house can be scheduled on February 7, 8 or 9, 2023 from 9:00am to 1:00pm.

Comments regarding specific project programming information are incorporated into the project pages in the TIP document. The Evansville MPO staff coordinate with the project sponsors and project managers where necessary to obtain accurate project information for project specific responses when needed.

In addition to public engagement during the development of the TIP, the TIP maintenance process also provides engagement opportunities. All Policy and Technical Committee meeting agendas are posted on the MPO website and the amendments are listed as agenda items for both the Technical and Policy Committees. A public notice specifying a 15-day comment period for an

amendment is distributed to the media and posted on the Evansville MPO website.

Bi-monthly Project Update reports provide committee members and the public with current information on the development and implementation progress for projects in the TIP. The Project Update is an agenda item for every Technical and Policy Committee meeting and the reports are posted on the MPO website.

The MPO publishes a newsletter, The Evansville MPO Express, twice a year that provides updates on current projects, highlights projects once complete, and includes other articles to educate and inform the public on various planning activities. Occasionally, a non-profit that receives transit funds or a group/organization that partners with LPAs on federally-funded projects will contribute an article to highlight their project and collaboration with the MPO. The newsletter can be found on the Evansville MPO website.

Performance Progress

The IJJA continues the MAP-21 directive for a performance-based approach to the transportation decision-making process. Table 2.1 lists the eight performance areas along with the related measures and metrics. 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 2050 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 metropolitan transportation plan, the TIP employs a project prioritization process driven by MTP goals and targets to connect investments to the MTP vision. Table 2.2 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.

Table 2.1: Performance-Based Planning and Programming Measures and Metrics

Performance Area	Measure	Metric
Highway Safety	5-Year Rolling Average	<ul style="list-style-type: none"> • # of Fatalities • Rate of Fatalities • # of Serious Injuries • Rate of Serious Injuries • # of Non-Motorized Fatalities and Serious Injuries
Highway Asset Management	Percent of Pavement Lane Miles*	<ul style="list-style-type: none"> • In Good Condition • In Poor Condition
	Percent of Bridge Deck Area	<ul style="list-style-type: none"> • In Good Condition • In Poor Condition
Performance of National Highway System	Percent of Person Miles Traveled	Level of Travel Time Reliability
Freight Movement Reliability	Index	Truck Travel Time Reliability
Roadway Congestion	Annual Hours Per Capita	Peak Hour Excessive Delay
	Percent of	Non-Single Occupancy Travel
Vehicular Emissions	Total Emissions Reduction	Volatile Organic Compounds and Nitrogen Oxides
Transit Asset Management	Percent of	<ul style="list-style-type: none"> • Service Vehicles Exceeding Useful Life • Revenue Vehicles Exceeding Useful Life • Track Segments with Performance Restrictions • Facilities Rated Marginal or Poor
Transit Safety	Number and Rate (per Revenue Vehicle Mile)	<ul style="list-style-type: none"> • Fatalities by Mode • Reportable Injuries by Mode • Reportable Safety Events by Mode
	Mean Distance	Between Major Mechanical Failures by Mode

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. Consideration of the emergency events evaluation results is part of the program development process (Appendix G). Each state also has a Strategic Highway Safety Plan

(SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. 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 Cooperative Procedures Manual (PPM) 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

Table 2.2: TIP Program and MTP 2050 Links

Des/ Item #	Road	Limits	Type	Quality of Life & Health	Economic Vitality	Environment	Safety & Security
City of Evansville							
TBD	Third St	Court St to Parrett St	Road Reconstruction with drainage improvements				
Vanderburgh County							
1802074	Oak Hill Rd	Eastwood Dr to Millersburg Rd	Road Widening (TWLT)				
2002538	Oak Hill Rd	Lynch Rd to St George Rd	Road Widening (TWLT)				
1902794	Boonville New Harmony Rd Bridge	Over tributary of Big Creek	Bridge Replacement (no added travel lanes)				
2201250	Wimberg Rd	Over Locust Creek	Bridge Replacement (no added travel lanes)				
Warrick County							
1802049	Telephone Rd	Bell Rd to Fuquay Rd	Road Widening (TWLT)				
2002539	Epworth Rd	SR 662 to S of SR 66	Road Widening (TWLT and 5-lane section)				
2201249	Oak Grove Rd	SR 261 to Anderson Rd	Road Widening (TWLT)				
1802906	Myers Rd Bridge	Over Caney Creek	Bridge Replacement (no added travel lanes)				
1902795	Wallace Fork Rd Bridge	Over Little Pigeon Creek	Bridge Replacement (no added travel lanes)				
2101750	New Harmony Rd	Over Tributary of Pigeon Creek	Bridge Deck Replacement (no added travel lanes)				
City of Henderson							
TBD	Van Wyk Rd	5th St to I-69 Exit	Road Reconstruction				
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.

Transportation Asset Management Plan (TAMP – June 2022) 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 the Performance Based Planning and Programming (PBPP) Working Group.

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

Safety performance targets are provided annually by INDOT and KYTC to FHWA. The INDOT, MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) collaborate to establish the Indiana Safety Performance Measures and Safety Performance Targets by the August 31 submission deadline. KYTC meets the same submission standard for the Kentucky measures and targets.

Rather than setting MPO regional safety targets, the Evansville MPO has chosen to support the INDOT and KYTC safety targets as published in their respective Highway Safety Improvement Program 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).

Current safety targets are for calendar year 2023 and are based on an anticipated five-year rolling average (2019-2023). To support progress towards approved highway safety targets, a total of \$41 million has been programmed in the FY 2024-2028 TIP to improve highway safety. Table 2.3 includes the safety performance targets and the safety investments in the TIP.

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. Performance is assessed and reported over a four-year performance period, the most current of which runs from January 1, 2022 through December 31, 2024.

The Evansville MPO moved to support INDOT and KYTC targets at the November 10, 2022 Policy Committee Meeting. The MPO supports the targets by reviewing and programming all pavement and bridge projects within the MPO boundary that contribute toward accomplishment of the state infrastructure performance measure targets as included in the INDOT and KYTC State Transportation Improvement Programs (STIPs). To support progress towards approved pavement and bridge targets, a total of \$166.7 million and \$90.4 million respectively has been programmed in the FY 2024-2028 TIP to improve pavement and bridge conditions. Table 2.3 shows the Pavement Condition and Bridge Condition Targets and the pavement and bridge investments in the TIP. Those investments include, but are not limited to, pavement replacement, road reconstruction, and surface treatments for the pavement program and bridge rehabilitation, thin deck overlays, and small structure projects for the bridge program.

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. As with the pavement and bridge performance process, performance is assessed and reported over a four-year performance period, the most current of which runs from January 1, 2022 through December 31, 2024.

The Evansville MPO moved to support INDOT and KYTC targets at the November 10, 2022 Policy Committee Meeting. The MPO supports the 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). To support

Table 2.3: TIP/STIP Project Impact

		Indiana			Kentucky			TIP Support (FY 2024-2028)
		2021	2022 Targets	2023 Targets	2021	2022 Targets	2023 Targets	
Safety	Number of Fatalities	876.2	877.2	894.2	764.2	752	764	14 TIP Projects \$41 M in funding
	Rate of Fatalities (per million VMT)	1.074	1.072	1.088	1.573	1.535	1.575	
	Number of serious injuries	3295.5	3307.6	3348.1	2799.4	2568.0	2658.0	
	Rate of serious injuries (per million VMT)	4.034	4.037	4.068	5.670	5.241	5.519	
	Number of non-motorized fatalities and serious injuries	391.4	398.6	399.6	294.6	299	289	
		Indiana			Kentucky			TIP Support (FY 2024-2028)
		Baseline	2-Year Target	4-Year Target	Baseline	2-Year Target	4-Year Target	
Pavement	Interstate System - % of pavements in Good condition	N/A	60.0%	62.0%	N/A	N/A	50.0%	9 TIP Projects \$166.7 M in funding
	Interstate System - % of pavements in Poor condition	N/A	1.0%	1.0%	N/A	N/A	3.0%	
	Non-Interstate NHS System - % of pavements in Good condition	68.3%	50.0%	48.0%	78.9%	35.0%	35.0%	
	Non-Interstate NHS System - % of pavements in Poor condition	5.3%	1.5%	1.5%	4.3%	6.0%	6.0%	
Bridge	% of NHS Bridges , by deck area in Good condition	50.0%	49.0%	47.5%	34.8%	35.0%	35.0%	21 TIP Projects \$90.4 M in funding
	% of NHS Bridges , by deck area in Poor condition	2.3%	3.0%	3.0%	3.8%	3.7%	3.2%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.8%	93.0%	93.5%	95.6%	93.0%	93.0%	5 TIP Projects \$31 M in funding
	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	N/A	93.0%	93.5%	N/A	N/A	82.5%	
	Interstate System - Level of truck travel time reliability (TTTR)	1.23	1.32	1.3	1.24	1.25	1.25	
CMAQ: Emissions Reduction (kg/day)	Cumulative reductions - Particulate Matter (PM 2.5)	179.17	3.40	4.00				15 TIP Projects \$69.3 M in funding
	Cumulative reductions - Particulate Matter (PM 10)	4.068	0.020	0.030				
	Cumulative reductions - Nitrogen Oxide (NOx)	4,576.37	690.00	725.00	33.40	100.00	200.00	
	Cumulative reductions - Carbon Monoxide (CO)	13,939.45	330.00	520.00				
	Cumulative reductions - Volatile Organic Compound (VOC)	2,641.02	590.00	600.00	4.93	100.00	200.00	

progress towards approved freight movement and CMAQ system performance targets, a total of \$31 million and \$69.3 million respectively has been programmed in the FY 2024-2028 TIP to system performance. Table 2.3 shows the System Performance Targets and the applicable investments in the TIP.

Transit Asset Management

Transit Asset Management (TAM) Targets must be set by each transit provider for each applicable asset class annually. The MPO worked with METS and HART to develop 2017 Performance Measures and 2018 TAM Targets to be included in the initial TAM Plan. Future target updates are added to the TAM Plan annually. To the extent feasible, targets should be supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is for each transit provider to be in a system-wide state of good repair. Table 2.4 shows the 2019-2022 TAM Targets for METS and HART and the actual Performance Measures for 2019-2021. See the TAM Plan for more details about each of the transit providers' assets and for future updates.

Public Transit Agency Safety Plan

On or before July 21, 2021, public transit agencies that receive Section 5307 Urbanized Area Formula Grant Program funds are required to have a self-certified Public Transit Agency Safety Plan (PTASP). The PTASP includes safety performance measures and targets for annual number of fatalities, injuries, safety events, and distance between major failures. The MPO worked with METS and HART to develop their PTASPs and safety performance measures and targets. These performance measures and targets will be updated within the PTASP annually. Targets are supported by past trends for each agency. Table 2.5 shows the 2020-2022 Safety Performance Targets for both METS and HART and the actual Performance Measures for 2019-2021. See the PTASP for more details and for future updates.

TIP Support of TAM and PTASP Targets

The TIP must include projects that support these TAM and Safety Targets. The TIP includes more than \$2.4 million annually for Capital Assistance projects for METS and more than \$700,000 annually for Capital Assistance projects for HART. This includes funds to replace vehicles as needed, annual preventive maintenance efforts, and to make repairs to bus stops, shelters, terminals, and

Table 2.4: TAM Targets and Past Actual

	2019 Target	2019 Actual	2020 Target	2020 Actual	2021 Target	2021 Actual	2022 Target
METS							
Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	14%	4%	28%	28%	28%	28%	16%
Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	55%	44%	32%	32%	53%	53%	58%
Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale	67%	67%	73%	73%	73%	73%	63%
Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale	0%	0%	0%	0%	0%	0%	0%
HART							
Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	17%	13%	0%	13%	0%	0%	25%
Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale	33%	25%	25%	33%	33%	33%	0%
Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale	0%	0%	0%	0%	0%	0%	0%

*None of HART's buses fall under the larger "buses" category.

Table 2.5: PTASP Targets and Past Actual

		2019 Actual	2020 Target*	2020 Actual	2021 Target	2021 Actual**	2022 Target
METS							
Fatalities - Total number of fatalities that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0		0	0		0
	Demand Response	0		0	0		0
Injuries - Any injury (other than a fatality) requiring immediate medical attention that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	3		0	0		0
	Demand Response	0		0	0		0
Safety Events - Any fatality, injury or other safety event (property damage, collisions, evacuations), that occurred at a transit facility or involving a transit revenue vehicle.	Fixed Route	6		2	0		0
	Demand Response	1		0	0		0
System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow, or create safety issues (N/A if no major mechanical failures)	Fixed Route	43,670 miles		61,823 miles	75,000 miles		75,000 miles
	Demand Response	76,548 miles		34,773 miles	50,000 miles		50,000 miles
HART							
Fatalities - Total number of fatalities that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0		0	0		0
	Demand Response	0		0	0		0
Injuries - Any injury (other than a fatality) requiring immediate medical attention that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0		0	0		0
	Demand Response	0		0	0		0
Safety Events - Any fatality, injury or other safety event (property damage, collisions, evacuations), that occurred at a transit facility or involving a transit revenue vehicle.	Fixed Route	0		0	0		0
	Demand Response	0		0	0		0
System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow, or create safety issues (N/A if no major mechanical failures)	Fixed Route	N/A		N/A	50,000 miles		75,000 miles
	Demand Response	N/A		N/A	50,000 miles		50,000 miles

*2020 Targets were not yet required. Target setting was required starting in CY 2021.

**2021 Actual data will be available in CY 2023

administration/maintenance facilities. The TIP also includes more than \$6.5 million annually for Operating Assistance for METS and more than \$900,000 annually for Operating Assistance for HART. These Capital and Operating funds will help METS and HART maintain a state of good repair for their fleet and facilities, ensure safe and reliable vehicles and facilities, and provide safety training for drivers.

TIP Program Maintenance

TIP Amendments and Administrative Modifications

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

TIP Amendment

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

- Significant change in scope of work; or
- Adding a project to, or removing a project from, the TIP; or
- A significant increase in project construction cost or planning/program estimates, as shown in Table 2.6.

Table 2.6: Amendment Thresholds

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

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

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

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:

- Adding Preliminary Engineering (PE), Right of Way (RW) or Utilities (U) phases to a construction project already in the TIP.

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

- 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 or local 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 4.5 and 4.6 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.
- Adding or changing a federal funding source to reflect project funding eligibility on 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.

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Federal regulations require the programming of state and local transportation programs and 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.

03 FUNDING THE TIP



Federal Funds

Federal transportation funding is authorized through the federal transportation funding bill Infrastructure Investment and Jobs Act (IIJA), as described in Chapter 1. The five-year transportation authorization continues the initiatives instituted with its predecessors MAP-21 and FAST-Act, and contains a number of new programs targeting equity, sustainability and resiliency. IIJA core programs include, but are not limited to, the following:

Federal Highway Administration (FHWA) Administered		Federal Transit Administration (FTA) Administered
Surface Transportation Block Grant (STBG)	PROTECT Formula Program	Section 5303 - Metropolitan Planning Program
Highway Safety Improvement Program (HSIP)	National Highway Performance Program (NHPP)	Section 5307 - Urbanized Area Formula Program
Congestion Mitigation and Air Quality (CMAQ)	National Highway Freight Program (NHFP)	Section 5339 - State of Good Repair Program
Carbon Reduction Program (CRP)		Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

FHWA Administered Funds

Surface Transportation Block Grant (STBG) Program

The IIJA continues the long-standing Surface Transportation Block Grant Program (STBG), 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 that 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 non-motorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the IIJA continues all prior STBG eligibilities including several added under the FAST Act. 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 20 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 in this document, as applicable (TA, RTP, STBG-B).

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

Highway Safety Improvement Program (HSIP)

IIJA continues the successful HSIP 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 up to 90% reimbursement, with a few project types eligible for up to 100% reimbursement.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

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 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 up to 80% reimbursement. CMAQ funds are only available to the Indiana portion of the MPO planning area.

Carbon Reduction Program (CRP)

The purpose of the Carbon Reduction Program (CRP) is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. By November 15, 2023, States are required to develop a Carbon Reduction Strategy that identifies projects, strategies, and policies to reduce transportation emissions.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

PROTECT funding is available to make transportation infrastructure more resilient to future weather events and other natural disasters by focusing on resilience planning, making resilience improvements to existing transportation assets and evacuation routes, and addressing at-risk highway infrastructure.

National Highway Performance Program (NHPP)

The IIJA 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.

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% 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 up to 90% for projects on the Interstate system and up to 80% for any other project.

FTA Administered Funds

The FTA has several funding sources for operating, maintenance and capital expenses.

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 50% of annual operating costs and up to 80% of annual capital and planning costs, after excluding projected annual fare box revenue from fixed routes and mobility service (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 "traditional" 5310 projects, which includes vehicle acquisitions and other capital items related to those vehicles, and prioritizes non-profit providers over public transportation providers. Funds not used by non-

profits may be used by METS and HART for vehicle acquisition. The remaining funds, up to 45% of the Urbanized Area's total, may be used by METS and HART for other projects that provide access to public transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A 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 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. The state funds are administered by INDOT and KYTC and are allocated through their agency project selection processes.

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. Transportation Development Credits (Toll Credits) may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll credits reward states that spend their toll revenue on projects that would otherwise require federal-aid support. 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.

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. A description of potential local funding sources are as follows:

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 street and highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of streets and roads.

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. Thirty percent must be spent 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 counties for the construction, reconstruction and maintenance of secondary and rural roads.

Local Transit Funding

Local transit funding includes fare revenue and funding from the city's general fund. Fare revenue is subtracted from the total operating cost to calculate a net operating cost. The net operating cost is the portion eligible for FTA funding. All other local transit funding comes from general funds of the City of Evansville and City of Henderson. Local non-profits derive their local match from a variety of sources, but primarily rely on donations from their boards, clients, and the local community.

Fiscal Constraint

The TIP must be fiscally constrained, which is defined as sufficient financial information to demonstrate that the proposed transportation system improvements can be implemented using committed, available, or reasonably available resources, and with assurance that funding is available to operate and maintain the federally supported transportation system. The funding projections used in the federal fiscal constraint analysis are based on the estimated apportionment levels in the IIJA which runs through federal fiscal year 2026. The funding projections for the outer years of the TIP assume the federal funding remains at the estimated FY 2026 apportionment levels. Federal fiscal constraint for the FY 2024-2028 TIP is demonstrated in Tables 3.1 and 3.3. 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.

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. Table 3.2 summarizes local revenues and federal fund matching costs for the five years of the TIP. 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.

During the five-year period of this TIP, both METS and HART will continue to rely on federal, state and local funds for operating, 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 City of Henderson, requiring the need for multiple revenue sources.

METS is eligible for FTA Section 5307, 5310 and 5339 funding. In addition to these federal funds, METS also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds can be used to assist in the financing of operating costs. All other METS funding is from the City of Evansville, primarily through the City's general fund. Riverboat funds may also be used as a local match for capital projects.

HART is also eligible for Section 5307, 5310 and 5339 funding from the FTA. Through a request to KYTC, HART may receive a 10% match for capital projects, reducing the City of Henderson's share for capital projects to 10%. 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 general fund.

Table 3.3 is a summary of the local transit fiscal analysis. Estimated federal, state and local funding for METS, HART and local non-profits is compared to the programmed amounts as detailed in Table 4.4. More specific project information and detailed funding amounts are provided during the grant development process. Additional public outreach is also provided during the grant development process to solicit input regarding the projects and funding sources.

In compliance with the FTA Financial Capacity Policy (Circular 7008.1), it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2024 through 2028.

Table 3.1: Local Program Federal Fiscal Constraint

Table 3.1: Local Program Federal Fiscal Constraint						
Funding Source	All amounts in thousands					TIP Total
	2024	2025	2026	2027	2028	
Indiana LPA Program of Projects						
MPO Attributable						
STBG-U	\$ 5,111	\$ 5,213	\$ 5,317	\$ 5,315	\$ 5,315	\$ 26,270
HSIP	\$ 876	\$ 895	\$ 913	\$ 900	\$ 900	\$ 4,484
CMAQ	\$ 969	\$ 986	\$ 1,004	\$ 1,000	\$ 1,000	\$ 4,958
TA	\$ 712	\$ 726	\$ 740	\$ 740	\$ 740	\$ 3,658
CRP	\$ 621	\$ 633	\$ 646	\$ 640	\$ 640	\$ 3,180
PROTECT	\$ 229	\$ 234	\$ 239	\$ 230	\$ 230	\$ 1,162
CRRSAA	\$ 500	\$ 308	\$ -	\$ -	\$ -	\$ 808
MPO Transfers	\$ (1,000)	\$ (616)	\$ (2,000)	\$ -	\$ -	\$ (3,616)
Subtotal	\$ 8,017	\$ 8,378	\$ 6,859	\$ 8,825	\$ 8,825	\$ 40,905
State Attributable						
STBG-R	\$ 3,816	\$ 1,843	\$ 2,010	\$ -	\$ -	\$ 7,669
Subtotal	\$ 3,816	\$ 1,843	\$ 2,010	\$ -	\$ -	\$ 7,669
Note: Indiana HSIP includes annual STBG penalty funding.						
Kentucky LPA program of projects						
MPO Attributable						
SHN (STBG)	\$ 776	\$ 776	\$ 776	\$ 776	\$ 776	\$ 3,880
TA	\$ 80	\$ 80	\$ 80	\$ 80	\$ 80	\$ 400
CRP	\$ 92	\$ 92	\$ 92	\$ 92	\$ 92	\$ 460
Prior Year Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 948	\$ 948	\$ 948	\$ 948	\$ 948	\$ 4,740
Local Project Federal Funding (Indiana & Kentucky)						
Source	2024	2025	2026	2027	2028	total
Available Federal	\$ 12,781	\$ 11,169	\$ 9,817	\$ 9,773	\$ 9,773	\$ 53,313
Programmed Federal	\$ 11,479	\$ 9,387	\$ 8,844	\$ 8,364	\$ 4,122	\$ 42,196

Table 3.2: Local Fiscal Constraint and Operations/Maintenance

	Projected Local Revenues 2024-2028	Programmed Local Matching Costs 2024-2028	Revenues Available for Operations/Maintenance
Indiana			
Vanderburgh County	\$ 49,194,321	\$ 12,251,020	\$ 36,943,301
City of Evansville	\$ 44,508,407	\$ 2,816,200	\$ 41,692,207
Warrick County	\$ 26,373,530	\$ 12,419,780	\$ 13,953,750
Kentucky			
Henderson County	\$ 11,245,145	\$ -	\$ 11,245,145
City of Henderson	\$ 2,994,653	\$ 280,000	\$ 2,714,653

Table 3.3: Local Program Federal Fiscal Constraint for Transit

Evansville-Henderson Urbanized Area	FY 2024-2028
Estimated Federal Funds (5307, 5339, 5310)	\$ 22,230,000
Estimated State & local funds (METS, HART & non-profits)	\$ 34,421,000
Programmed	\$ 56,651,000
Difference	\$ -

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The Fiscal Year 2024-2028 TIP calls for the advancement of a variety of projects and programs at a total cost of approximately \$1,091 million. The federal share of the total is approximately \$868 million, the state share is approximately \$166 million, and the local share is approximately \$58 million. While the TIP covers five years of project programming, the FHWA and the FTA will consider the projects in the fifth year as informational. The GIS mapping tool on the Evansville MPO website has a layer that displays all TIP projects, both local and State programs.

Federal regulations require that the TIP include a list of major projects from the previous TIP that have been implemented or have experienced significant delays in their planned implementation. The projects listed in Table 4.1 have been completed, are currently under construction/implementation as appropriate to project type, or have been withdrawn from the TIP by request of the project sponsor since the FY 2022-2026 TIP was approved. No projects from the FY 2022-2026 TIP have experienced significant delay.

For a complete listing of projects that received federal funding in past fiscal years, 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. The ALOP reports are posted on the Evansville MPO website.

04 TIP PROGRAM OF PROJECTS



Henderson Riverwalk - City of Henderson

Table 4.1: Completed Projects Since the FY 2022-2026 TIP

Project	Type/Limits	Status
Covert Avenue	Road Diet with bike lanes, from US 41 to I-69	Completed
Walnut Street Phase 1	Road Diet with bike from US 41 to Weinbach Avenue	Completed
Walnut Street Phase 2	Road Diet with bike from US 41 to Weinbach Avenue	Under Construction
Signal Modernization - 7 locations	On Green River Rd from Covert Ave to Washington Ave; Washington Ave at 2 locations	Completed
Signal Modernization - 2 locations	Green River Rd at Vogel Rd; First Ave at Mill Rd	Completed
Signal Head Replacement Project	Replace 8" signal heads with 12" signal heads within the City of Evansville	Completed
Fire Department Signal Pre-Emption	Signals within the City of Evansville Fire Department Service Area	Completed
Franklin Street Bridge	Bridge Rehabilitation over Pigeon Creek	Completed
Warrick Trails SRTS	Multi use path to connect schools and surrounding neighborhoods	Completed
Bell Road	Widening from High Pointe Drive to Telephone Road	Completed
Third Street	Road reconstruction from Sycamore Street to N of Olive Street	Under Construction
KY 2084 at KY 812	Intersection upgrade	Completed
US 60 Spottsville Bridge	Bridge replacement	Completed
I-69 ORX Phase 1	Henderson By-Pass (KY 425) to US 60	Under Construction

TIP Projects Listing

The following pages (Table 4.4) present the funding and implementation schedules for all transportation improvement projects proposed to be undertaken in the federal fiscal years 2024-2028. Project cost estimates in the 2024-2028 TIP are developed by individual project sponsors in year of expenditure estimates. Local project costs are monitored on a quarterly basis through the MPO quarterly tracking process. The cost estimates for projects new to the TIP were developed by the project sponsors based on historical costs for projects of comparable scale and design. In addition to providing the year(s) of funding, funding type(s), and funding estimates, these schedules also provide the information shown in Table 4.2. Funding codes are shown in Table 4.3.

Table 4.2: How to Read the Project Listings

Name/Abbreviation	Definition
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.
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).
Total Programmed:	Total of costs presented in the TIP fiscal years and Cost to Complete columns.
Project Total:	Total of costs presented in the TIP fiscal years and Cost to Complete columns plus estimated previous funding for the project.

Table 4.3: Funding Codes

Local Funding Codes:	
LOCAL	Local Funds
State Funding Codes:	
INDOT	State of Indiana Funds
PMTF	State of Indiana Public Mass Transit Fund
KYTC	State of Kentucky Funds
Federal Funding Codes:	
CMAQ	Congestion Mitigation & Air Quality
CRP	Carbon Reduction Program
CRRSSA	Coronavirus Response and Relief Supplemental Appropriations Act
FTA Section 5307	Urbanized Area Formula Funding Program
FTA Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities Program
FTA Section 5339	Bus and Bus Facilities Formula Funding Program
HSIP	Highway Safety Improvement Program
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RHCP	Railway-Highway Crossings Program Set-aside
RTP	Recreational Trails Program Set-aside
STBG, STBG-U, STBG-R, SHN	Surface Transportation Block Grant Program (STBG): U = EMPO (Group I), R = Rural (Group III or IV), SHN = EMPO KYTC funds
STBG-B	Bridge Funds Program Set-aside
TA	Transportation Alternatives Set-aside

Table 4.4: TIP Projects Listing

Sponsor: Evansville MPO											
Project Des#	Federal Funding Category Description:	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share
				2024	2025	2026	2027	2028			
HSIP UPWP Planning Activities	HSIP		PE	\$100	\$100	\$100	\$100	\$100		\$ 500	\$ -
Various	Includes Des# 2101668									Total Programmed	\$500
STBG UPWP Planning Activities	STBG		PE	\$125	\$125	\$125	\$125	\$125		\$ 500	\$ 125
Various	Includes Des# 2101668									Total Programmed	\$625
			PE	\$ 225	\$ 225	\$ 225	\$ 225	\$ 225		\$ 1,000	\$ 125
Total				\$ 225	\$ 225	\$ 225	\$ 225	\$ 225		\$ 1,000	\$ 125
Federal				\$ 200	\$ 200	\$ 200	\$ 200	\$ 200		\$ 1,000	
Local				\$ 25	\$ 25	\$ 25	\$ 25	\$ 25			\$ 125

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Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Indiana Department of Transportation												
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Category		Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
	2024	2025			2026	2027	2028	2024-2028 Estimates				
Vanderburgh County												
US 41 1400005 0.105 mi.	Intersection with Hillsdale Rd., 2.04 mi. N of SR 57			PE RW CN		\$4,948					\$ - \$ - \$ 3,958	\$ - \$ - \$ 990
Contract 37845; Intersection improvement project. Includes Des# 1900273 & 1900275, small structure replacements										Project Total *	\$2,864	
US 41 1601011 n/a	Intersection with Lynch Rd., 1.0 mi. N of SR 66			PE RW CN			\$1,337				\$ - \$ - \$ 1,070	\$ - \$ - \$ 267
Contract 39923; Intersection improvement with turn lanes										Project Total *	\$1,540	
US 41 1601066 2.0 mi.	From SR 66/SR 62 (Lloyd) to 3.2 mi N of SR 57			PE RW CN		\$28,117					\$ - \$ - \$ 22,494	\$ - \$ - \$ 5,623
Contract 41410; Pavement Replacement;										Project Total *	\$30,504	
I-64 1900099 n/a	Over Abandoned N & S Railroad, 0.82 mi E SR-65			PE RW CN		\$3,563					\$ - \$ - \$ 3,207	\$ - \$ - \$ 356
Contract 42187; Bridge Deck Replacement; Includes Des# 1900100, 2000767										Project Total *	\$3,563	
SR 62 1900308 1.85 mi.	From Posey County line east to I-69			PE RW CN		\$510 \$77,078	\$46,172				\$ - \$ 408 \$ 98,600	\$ - \$ 102 \$ 24,650
Contract 42287; Road Reconstruction & Intersection Improvements at Schutte, Rosenberger, St Joe, Wabash, Vann, Stockwell, Burkhardt, & Cross Point; Bridge Replacements at CSX Railroad, Carpenter Creek & Tekoppel Ave. and the pedestrian bridge over SR 62 at St Joe. Includes Des# 1500041, 1600060, 1602258, 1702066, 1900262, 1900263, 1900264, 1900268, 1900292, 1900317, 2000187, 2000217, 2001917, 2100041										Project Total *	\$140,221	
Various 2000987 n/a	Various Locations on US 41 and I-69			PE RW CN		\$2,417					\$ - \$ - \$ 1,934	\$ - \$ - \$ 483
Contract 42736; Small structure projects; Includes Des# 2001053										Project Total *	\$3,068	
SR 62 1900258	At Boehne Camp Rd and at Red Bank Rd			PE RW CN		\$20	\$7,168				\$ - \$ 16 \$ 5,734	\$ - \$ 4 \$ 1,434
Contract 43199; Intersection Improvement; Includes Des# 1900260										Project Total *	\$8,218	
Various 2002024 n/a	Various locations in the Vincennes District			PE RW CN		\$250	\$5,171				\$ 200 \$ - \$ 4,137	\$ 50 \$ - \$ 1,034
Contract 43231; Bridge rehabilitation; Includes Des# 2002046, 2002134, 2002135, 2002368, 2200910, 2200911										Project Total *	\$5,421	
I-69 1802087 n/a	From US 41 to I-64			PE RW CN		\$660		\$7,200			\$ 594 \$ - \$ 6,480	\$ 66 \$ - \$ 720
Contract 43506; ITS Traffic Management Systems; Includes Des# 2002562										Project Total *	\$7,860	
SR 57 2100260 6.442 mi	From 1.32 mi N of US 41 to S Jct of I 69			PE RW CN		\$10		\$5,329			\$ 8 \$ - \$ 4,263	\$ 2 \$ - \$ 1,066
Contract 43982; HMA Overlay, preventative maintenance.										Project Total *	\$5,789	
SR 66 2100812 n/a	Over UNT, 1.45 mi E of Jct SR 65			PE RW CN		\$140		\$430			\$ 112 \$ - \$ 344	\$ 28 \$ - \$ 86
Contract 43986; Small structure pipe lining.										Project Total *	\$570	
SR 62 2100044 0.1 mi	At Boeke Rd. 1.01 mi E of US 41			PE RW CN			\$100	\$2,499			\$ - \$ 80 \$ 1,999	\$ - \$ 20 \$ 500
Contract 44013; Intersection improvement with added turn lanes. Includes Des# 2100051 (at Stockwell Rd)										Project Total *	\$2,947	

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Indiana Department of Transportation												
Route Des# Length: Description:	Project Limits		Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share	
	Planning Reference	Federal Funding Category		Amendment/ Modification Date	2024	2025	2026	2027				2028
											2024-2028 Estimates	
SR 62	Over Harper Ditch, 1.78 E US 41		PE								\$ -	\$ -
1902739			RW								\$ -	\$ -
n/a	STBG		CN		\$271						\$ 217	\$ 54
Contract 44147; Substructure Repair And Rehabilitation											Project Total *	\$359
US 41	Various locations on US 41		PE	\$956	\$700	\$600					\$ 1,805	\$ 451
2200044			RW		\$285						\$ 228	\$ 57
n/a	NHPP		CN			\$165	\$8,153				\$ 6,654	\$ 1,664
Contract 44499; Intersection improvement project. Includes Des# 2200033, 2200037, 2200040 (St George Rd, Petersburg Rd, SR 57, and CR E 1025 S (Gibson Co))											Project Total *	
SR 66	At University Parkway, 2.23 mi W of SR 65		PE	\$174							\$ 139	\$ 35
2200038			RW		\$53						\$ 42	\$ 11
n/a	STBG		CN			\$170	\$2,395				\$ 2,052	\$ 513
Contract 44500; Intersection improvement project. Includes Des# 2200039											Project Total *	
I-64	From 0.82 miles E of SR 65 to 0.96 miles E of SR 65		PE	\$284							\$ 227	\$ 57
2200972			RW								\$ -	\$ -
n/a	NHPP	1/12/2023	CN				\$1,231				\$ 985	\$ 246
Contract 44506; Slide correction. Includes Des# 2200519											Project Total *	\$1,515
US 41	Over Pond Flat Ditch, 2.01 mi S of I 64		PE	\$568							\$ 454	\$ 114
2200649			RW								\$ -	\$ -
n/a	NHPP		CN			\$250	\$4,960				\$ 4,168	\$ 1,042
Contract 44508; Bridge Replacement. Includes Des# 2200650											Project Total *	\$5,778
SR 57	1.08 mi S of I-69		PE	\$211	\$24						\$ 188	\$ 47
2200684			RW								\$ -	\$ -
n/a	NHPP		CN			\$20	\$1,605				\$ 1,300	\$ 325
Contract 44509; Bridge rehabilitation or repair											Project Total *	\$1,860
I 69	5.53 mi S of I 64		PE								\$ -	\$ -
2200893			RW								\$ -	\$ -
n/a	NHPP		CN	\$1,534							\$ 1,381	\$ 153
Contract 44549; Bridge deck overlay											Project Total *	\$1,690
US 41	Vietnam Gold Star Bridge over Ohio River		PE								\$ -	\$ -
1902704 & 1902705			RW								\$ -	\$ -
n/a	NHPP		CN			\$10,600					\$ 8,480	\$ 2,120
Contract N/A; Bridge Painting of northbound and southbound Ohio River bridges											Project Total *	\$10,600
Institutional Rd	Evansville State Hospital		PE								\$ -	\$ -
2200165			RW								\$ -	\$ -
n/a	STBG		CN	\$740							\$ 592	\$ 148
Contract 44227; Institution & Park Rd Maintenance											Project Total *	
SR 66 & SR 237	Various locations in the Vincennes District		PE								\$ -	\$ -
1900300			RW								\$ -	\$ -
n/a	STBG		CN	\$13,410							\$ 10,728	\$ 2,682
Contract 42199; Slide correction; Includes Des# 1900287, 1900291, 1900294, 1900295, 2000129, 2001057											Project Total *	\$14,476
I-64 & I-69	Various locations in Vanderburgh and Pike Counties		PE								\$ -	\$ -
2001914			RW								\$ -	\$ -
n/a	NHPP		CN		\$15,342						\$ 12,274	\$ 3,068
Contract 43248; Road reconstruction; includes Des# 2001912											Project Total *	\$15,342
I-69	New Welcome Center near Evansville		PE								\$ -	\$ -
2201275			RW			\$2,000					\$ 2,000	\$ -
n/a	NHPP		CN					\$43,273			\$ 43,273	\$ -
Contract ;											Project Total *	\$45,273

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Indiana Department of Transportation											
Route Des# Length: Description:	Project Limits		Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
	Federal Funding Category	Amendment/ Modification Date		2024	2025	2026	2027	2028			
Warrick County											
Various 1700170 n/a	Various locations in the Vincennes District STBG		PE RW CN	\$2,467						\$ - \$ - \$ 1,974	\$ - \$ - \$ 493
Contract 40551: Small structure replacement; Includes Des# 1701058, 1702071, 1702072									Project Total *		\$2,635
I-64 1802047 n/a	CCTV Cameras/Detection from SR 69 to Lanesville NHPP		PE RW CN	\$2,042						\$ - \$ - \$ 1,838	\$ - \$ - \$ 204
Contract 41768: ITS Traffic management systems.									Project Total *		\$2,042
Various 1900115 n/a	Various locations in the Vincennes District STBG		PE RW CN	\$6,738						\$ - \$ - \$ 5,390	\$ - \$ - \$ 1,348
Contract 42186: Replace Superstructure and Bridge deck overlays; Includes Des# 2000738, 2000739, 2000740, 2000741, 2000768, 2000769									Project Total *		\$7,682
Various 2000485 n/a	Various locations in the Vincennes District STBG		PE RW CN	\$964						\$ - \$ - \$ 771	\$ - \$ - \$ 193
Contract 42728: Bridge thin deck overlays; Includes Des# 2000486, 2000487, 2000488, 2000720, 2000723									Project Total *		\$1,333
SR 261 2001938 n/a	Over UNT, 3.7 mi N Jct SR 66 STBG		PE RW CN	\$33	\$1,652					\$ - \$ 26 \$ 1,322	\$ - \$ 7 \$ 330
Contract 43232: Small Structure Replacement with Bridge. Includes Des# 2001942									Project Total *		\$2,094
SR 68 2002063 n/a	Over Mill Creek, 0.26 mi E of SR 61 STBG		PE RW CN	\$50	\$1,613					\$ - \$ 40 \$ 1,290	\$ - \$ 10 \$ 323
Contract 43235: Bridge replacement									Project Total *		\$1,919
I-64 2001796 n/a	Various Locations from 2 mi W of SR 165 to 1.27 mi E of SR 3 NHPP		PE RW CN		\$2,733					\$ - \$ - \$ 2,460	\$ - \$ - \$ 273
Contract 43255: Small Structures and drains construction									Project Total *		\$3,355
I-64 & SR 64 2100669 n/a	Various locations in the Vincennes District NHPP		PE RW CN	\$37		\$3,418				\$ - \$ 33 \$ 3,076	\$ - \$ 4 \$ 342
Contract 43969: Bridge deck overlays. Includes Des# 2100668, 2100717, 2100718, 2100753									Project Total *		\$4,127
SR 61 2200978 9 mi.	From SR 66 to E jct with SR 62 STBG		PE RW CN	\$944	\$532		\$170	\$7,210		\$ 762 \$ 426 \$ 5,904	\$ 190 \$ 106 \$ 1,476
Contract 44501: Concrete pavement restoration. Includes Des# 2200134									Project Total *		
I 64 2200518 76 mi.	From 3.32 mi E of SR 65 interchange to 1.69 mi W of SR 37 interchange NHPP		PE RW CN	\$1,270				\$11,684		\$ 1,143 \$ - \$ 10,516	\$ 127 \$ - \$ 1,168
Contract 44505: Small structures and drains construction									Project Total *		
SR 61 2200688 n/a	0.21 mi S of SR 68 STBG		PE RW CN	\$240			\$902			\$ 192 \$ - \$ 722	\$ 48 \$ - \$ 180
Contract 44512: Bridge thin deck overlay. Includes Des# 2200714, 2200715									Project Total *		
SR 68 2201132 9 mi	From 1.2 mi E. US 41 to 4.0 mi W. of SR 61 STBG		PE RW CN	\$60	\$575					\$ - \$ 48 \$ 580	\$ - \$ 12 \$ 145
Contract 44695: Small structures and drains construction									Project Total *		\$920
Various 1800949	Various locations in the Vincennes District Multiple		PE RW CN	\$1,530						\$ - \$ - \$ 1,224	\$ - \$ - \$ 306
Contract 41765: ITS traffic management systems - Signal controller/communications upgrade; Includes Des# 1900414									Project Total *		\$1,530

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Indiana Department of Transportation											
Route Des# Length: Description:	Project Limits		Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
	Planning Reference	Federal Funding Category		Amendment/ Modification Date	2024	2025	2026	2027			
SR 66 & SR 61 2100642 n/a	Various locations in the Vincennes District		PE RW CN			\$3,181				\$ - \$ - \$ 2,545	\$ - \$ - \$ 636
Contract 43972: Bridge deck overlays. Includes Des# 2100633, 2100634, 2100643										Project Total *	\$3,685
SR 61 2000860 n/a	From 0.81 mi N of SR 68 (N Town Limits Lynnville) to SR		PE RW CN	\$4,020						\$ - \$ - \$ 3,216	\$ - \$ - \$ 804
Contract 42748: Pavement and Bridge deck overlay projects; Includes Des# 2000650, 2000736										Project Total *	\$4,020
Various 1801358 n/a	Various locations in the Vincennes District		PE RW CN	\$106						\$ - \$ - \$ 85	\$ - \$ - \$ 21
Contract 41767: ITS and signal maintenance. Includes DES 1900443										Project Total *	\$213
Various 1902188 n/a	Various locations in the Vincennes District		PE RW CN	\$275						\$ - \$ - \$ 220	\$ - \$ - \$ 55
Contract 42737: Raised pavement markings, refurbished										Project Total *	\$275
Various 2002342 n/a	Various locations in the Vincennes District		PE RW CN		\$1,212					\$ - \$ - \$ 970	\$ - \$ - \$ 242
Contract 43203: Drainage ditch correction										Project Total *	\$1,640
Various 2002343 n/a	Various locations in the Vincennes District		PE RW CN	\$1,135						\$ - \$ - \$ 908	\$ - \$ - \$ 227
Contract 43204: Drainage ditch correction										Project Total *	\$1,608
Various 2101029 n/a	Various locations in the Vincennes District		PE RW CN			\$545				\$ - \$ - \$ 436	\$ - \$ - \$ 109
Contract 43987: Raised pavement markings, refurbished										Project Total *	\$545
Various 2001773 n/a	Various locations in the Vincennes District		PE RW CN		\$475					\$ - \$ - \$ 380	\$ - \$ - \$ 95
Contract 44019: Raised pavement markings, refurbished										Project Total *	\$475
Various 2200944 n/a	Various locations in the Vincennes District		PE RW CN	\$2,424						\$ - \$ - \$ 1,939	\$ - \$ - \$ 485
Contract 44365: Traffic signal repair. Includes Des# 2200945										Project Total *	\$990
Various 2201139 n/a	Various locations in the Vincennes District		PE RW CN		\$209					\$ - \$ - \$ 167	\$ - \$ - \$ 42
Contract 44570: ITS devices maintenance contracts. Includes Des# 2201140										Project Total *	\$209
Various 2200006 n/a	Various locations in the Vincennes District		PE RW CN				\$41			\$ - \$ - \$ 33	\$ - \$ - \$ 8
Contract 44781: Signing installation / repair.										Project Total *	\$41
Grouped Projects Various	Various										
Various Locations: See grouped projects summary and table at end of all project listings											
			PE	\$ 5,047	\$ 1,392	\$ 600	\$ -	\$ -		\$ 5,824	\$ 1,215
			RW	\$ 710	\$ 970	\$ 2,000	\$ -	\$ -		\$ 3,348	\$ 332
			CN	\$ 153,658	\$ 93,193	\$ 24,714	\$ 38,181	\$ 43,273		\$ 294,287	\$ 58,732
			Total	\$ 159,415	\$ 95,555	\$ 27,314	\$ 38,181	\$ 43,273		\$ 303,459	\$ 60,279
			Federal	\$ 128,377	\$ 76,783	\$ 23,313	\$ 31,713	\$ 43,273		\$ 303,459	
			State	\$ 31,038	\$ 18,772	\$ 4,001	\$ 6,468	\$ -			\$ 60,279

* Project Total estimates provided by INDOT

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Indiana Department of Transportation/Kentucky Transportation Cabinet											
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Category	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete*	Federal Share	State Share
				2024	2025	2026	2027	2028			
2024-2028 Estimates											
Henderson County											
PR 69 02-1088.2	Henderson By-Pass (KY 425) to US 60 MTP 2050: 30-22		PE - KY RW - KY UT - KY CN - KY							\$ - \$ - \$ - \$ 76,160	\$ - \$ - \$ - \$ 19,040
6 mi. New construction - Section 1	NHPP			\$63,800	\$31,400						
Project Total									\$224,600		
Vanderburgh County											
PR 69 2101318	New Terrain Approach from Indiana State line to I-69 S of Evansville MTP 2050: 30-23		PE - IN RW - IN UT - IN CN - IN	\$1,900	\$1,000					\$ 2,320 \$ - \$ - \$ 184,800	\$ 580 \$ - \$ - \$ 46,200
New construction - Section 3	NHPP			\$98,000	\$133,000						
Project Total									\$272,500		
Vanderburgh/Henderson County											
PR 69 (ORX) 1601700/ 02-1088.5, 02- 1088.51	I-69 Ohio River Crossing (ORX) in Evansville, IN to I-69 south of Henderson, KY MTP 2050: 40-19		PL - KY PE - IN PE - KY RW - IN RW - KY UT - IN UT - KY CN - IN CN - KY	\$5,000	\$10,000					\$ - \$ - \$ 12,000 \$ - \$ 8,000 \$ - \$ 8,000 \$ - \$ 143,000	\$ - \$ - \$ 3,000 \$ - \$ 2,000 \$ - \$ 2,000 \$ - \$ 2,000
* STBG, NHPP, IF					\$10,000		\$65,000	\$80,000			
Develop route/alignment for Interstate 69. Section 2											
Project Total									\$725,600		
			PL	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
			PE	\$ 6,900	\$ 11,000	\$ -	\$ -	\$ -		\$ 14,320	\$ 3,580
			RW	\$ -	\$ 10,000	\$ -	\$ -	\$ -		\$ 8,000	\$ 2,000
			UT	\$ -	\$ -	\$ 10,000	\$ -	\$ -		\$ 8,000	\$ 2,000
			CN	\$ 161,800	\$ 164,400	\$ -	\$ 65,000	\$ 80,000		\$ 403,960	\$ 67,240
			Total	\$ 168,700	\$ 185,400	\$ 10,000	\$ 65,000	\$ 80,000		\$ 434,280	\$ 74,820
			Federal	\$ 134,960	\$ 148,320	\$ 8,000	\$ 63,000	\$ 80,000	*	\$ 434,280	
			IN	\$ 19,980	\$ 26,800	\$ -	\$ -	\$ -	*		\$ 46,780
			KY	\$ 13,760	\$ 10,280	\$ 2,000	\$ 2,000	\$ -	*		\$ 28,040

* 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.

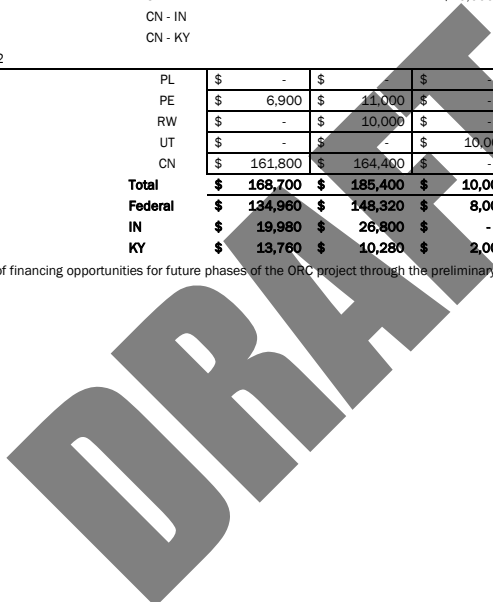


Table 4.4: TIP Projects Listing (Cont.)

Sponsor: City of Evansville												
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Category	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share	
				2024	2025	2026	2027	2028				
City Engineer												
Third St	Court St to Parrett St		PE		\$800	\$1,400				\$ -	\$ 2,200	
TBD	MTP 2050: 30-4 (Exempt)		RW				\$200			\$ -	\$ 200	
0.8 mi.	STBG-U/CMAQ		CN						\$20,680	\$ -	\$ -	
Contract TBD: Road reconstruction												
										Project Total		\$23,080
				PE	\$ -	\$ 800	\$ 1,400	\$ -	\$ -		\$ -	\$ 2,200
				RW	\$ -	\$ -	\$ -	\$ 200	\$ -		\$ -	\$ 200
				CN	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Total					\$ -	\$ 800	\$ 1,400	\$ 200	\$ -		\$ -	\$ 2,400
Federal					\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Local					\$ -	\$ 800	\$ 1,400	\$ 200	\$ -		\$ -	\$ 2,400

Sponsor: Indiana Department of Transportation/City of Evansville												
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Source	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share	Local Share
				2024	2025	2026	2027	2028				
2022-2026 Estimates												
US 41	Washington Ave Intersection		PE							\$ -	\$ -	
1902709			RW							\$ -	\$ -	
n/a	NHPP		CN	\$2,130						\$ 1,704	\$ 10	
Contract 42876: Pedestrian walk, joint project between INDOT and the City of Evansville. Includes Des# 2000186, intersection improvement, median U-turn.												
										Project Total *		\$7,067
Total					\$ 2,130	\$ -	\$ -	\$ -	\$ -		\$ 1,704	\$ 10
Federal					\$ 1,704	\$ -	\$ -	\$ -	\$ -		\$ 1,704	\$ -
State					\$ 10	\$ -	\$ -	\$ -	\$ -		\$ 10	\$ -
Local					\$ 416	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 416

* Project Total estimates provided by INDOT

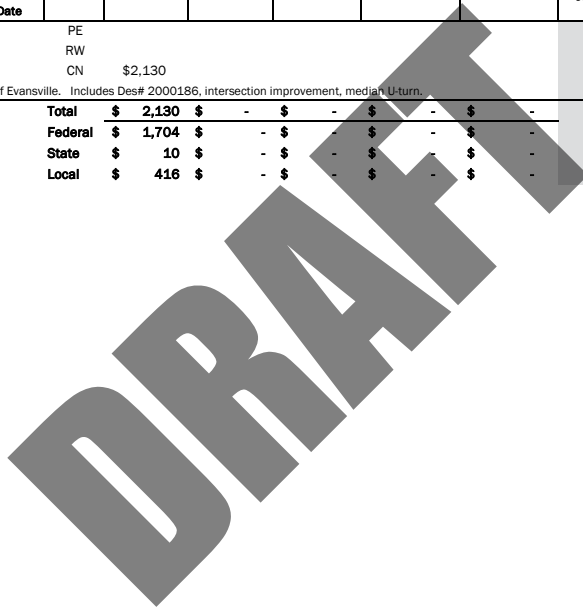


Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Vanderburgh County											
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Category	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share
				2024	2025	2026	2027	2028			
										2024-2028 Estimates	
Oak Hill Road 1802074 00.9 mi.	Eastwood Dr. to Millersburg Rd. MTP 2050: 30-7 (Exempt) STBG-U/CMAQ/CRRSAA		PE RW CN	\$9,200						\$ - \$ - \$ 6,440	\$ - \$ - \$ 2,760
Contract 41778; Road reconstruction with bike and pedestrian accommodations.										Project Total	\$11,372
Oak Hill Road n/a 0.7 mi.	From St George Rd to Eastwood Dr MTP 2050: 30-6 (Exempt) n/a		PE RW CN	\$100		\$2,777	\$2,527			\$ - \$ - \$ -	\$ - \$ 100 \$ 5,304
Road reconstruction project to add center left turn lane, bike lanes, and sidewalk on eastside of corridor.										Project Total	\$5,404
Oak Hill Road 2002538 1.02 mi.	From Lynch Rd to St George Rd MTP 2050: 30-5 (Exempt) STBG-U/CMAQ		PE RW CN	\$533		\$8,500				\$ - \$ - \$ 6,541	\$ - \$ 533 \$ 1,958
Contract 43470; Road reconstruction project to add center left turn lane, bike lanes, and sidewalk on eastside of corridor.										Project Total	\$9,540
Wimberg Rd 2201250 n/a	Bridge #2430 over Locust Creek STBG-U		PE RW CN	\$470			\$75	\$3,777		\$ - \$ - \$ 3,022	\$ 470 \$ 75 \$ 755
Contract 44746; Bridge replacement (no additional travel lanes)										Project Total	\$4,322
Boonville Nw Harm. Rd 1902794 n/a	Bridge #252 over Tributary of Big Creek STBG-R		PE RW CN	\$1,230						\$ - \$ - \$ 984	\$ - \$ - \$ 246
Contract 42809; Bridge replacement (no additional travel lanes)										Project Total	\$1,405
Bridge Inspections Various n/a	Vanderburgh County STBG-B		PE RW CN	\$40	\$175	\$32				\$ 198 \$ - \$ -	\$ 49 \$ - \$ -
Inspection of all county bridges over 20 ft. in length (152) Includes Des#2101163										Total Programmed	\$247
				PE	\$ 510	\$ 175	\$ 32	\$ -	\$ -	\$ 198	\$ 519
				RW	\$ 633	\$ -	\$ -	\$ 75	\$ -	\$ -	\$ 708
				CN	\$ 10,430	\$ -	\$ 11,277	\$ 2,527	\$ 3,777	\$ 16,987	\$ 11,024
Total					\$ 11,573	\$ 175	\$ 11,309	\$ 2,602	\$ 3,777	\$ 17,184	\$ 12,251
Federal					\$ 7,456	\$ 140	\$ 6,567	\$ -	\$ 3,022	\$ 17,184	
Local					\$ 4,117	\$ 35	\$ 4,742	\$ 2,602	\$ 755		\$ 12,251

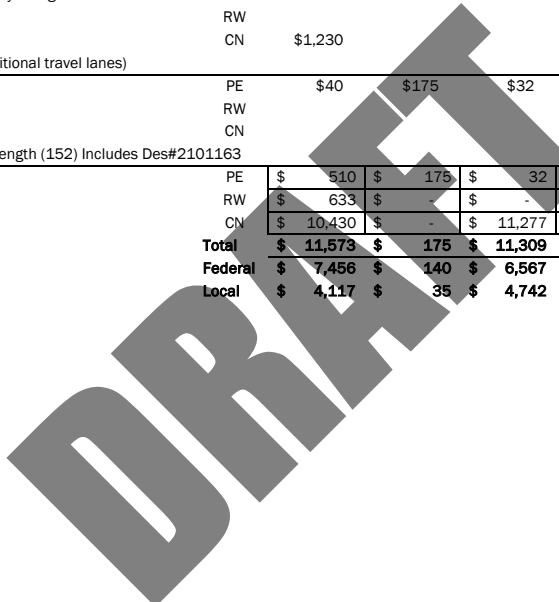


Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Warrick County													
Route Des# Length: Description:	Project Limits			Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share	
	Planning Reference	Federal Funding Category	Amendment/ Modification Date		2024	2025	2026	2027	2028				2024-2028 Estimates
Telephone Rd. 1802049 1.2 mi.	Bell Rd. to Fuquay Rd. MTP 2050: 30-12 (Exempt)			PE RW CN		\$8,497					\$ - \$ - \$ 6,798	\$ - \$ - \$ 1,699	
Contract 41772; Road widening from 2 to 3 lanes, pedestrian accommodations, and drainage improvements											Project Total	\$11,151	
Epworth Rd 2002539 1.49 mi	SR 662 to SR 66 MTP 2050: 30-10 & 30-11 (Non-Exempt)			PE RW CN		\$2,900		\$11,275			\$ - \$ - \$ 8,020	\$ - \$ 2,900 \$ 3,255	
Contract 42810; HMA overlay structural, which includes road widening from 2 to 3 lanes, from SR 662 to Lincoln, 2 to 5 lanes from Lincoln to SR 66; both include pedestrian/bike accommodations, and drainage improvements											Project Total	\$15,624	
Oak Grove Rd 2201249 1.24 mi.	SR 261 to Anderson Rd MTP 2050: 30-13 (Exempt)			PE RW CN	\$1,000		\$1,900			\$10,200	\$ 3 \$ 3 \$ -	\$ 997 \$ 1,897 \$ -	
Contract 44747; Road widening from 2 to 3 lanes, pedestrian accommodations, and drainage improvements											Project Total	\$13,100	
Myers Road 1802906 n/a	Bridge #310 over Caney Creek			PE RW CN		\$3,298					\$ - \$ - \$ 2,638	\$ - \$ - \$ 660	
Contract 42004; Bridge replacement (no additional travel lanes) on Myers Road 0.42 miles West of Bullocktown Road											Project Total	\$3,789	
Wallace Fork Rd 1902795 n/a	Bridge #200 over Little Pigeon Creek			PE RW CN	\$50		\$2,110				\$ - \$ 40 \$ 1,688	\$ - \$ 10 \$ 422	
Contract 42810; Bridge replacement (no additional travel lanes)											Project Total	\$2,500	
New Harmony Rd 2101750 n/a	Bridge #140 over Tributary of Pigeon Creek			PE RW CN		\$50	\$450	\$2,030			\$ 360 \$ - \$ 1,624	\$ 90 \$ 50 \$ 406	
Contract 44286; Bridge deck replacement (no additional travel lanes)											Project Total	\$3,024	
Bridge Inspections Various n/a	Warrick County			PE RW CN	\$152	\$19					\$ 137 \$ - \$ -	\$ 34 \$ - \$ -	
Inspection of all county bridges over 20 ft. in length (115). Includes Des# 1902074											Total Programmed	\$171	
					PE	\$ 1,152	\$ 19	\$ 450	\$ -	\$ -		\$ 500	\$ 1,121
					RW	\$ 50	\$ 2,950	\$ 1,900	\$ -	\$ -	\$ 43	\$ 4,857	
					CN	\$ 3,298	\$ 10,607	\$ 2,030	\$ 11,275	\$ -	\$ 20,768	\$ 6,442	
Total						\$ 4,500	\$ 13,576	\$ 4,380	\$ 11,275	\$ -	\$ 21,311	\$ 12,420	
Federal						\$ 2,803	\$ 8,501	\$ 1,987	\$ 8,020	\$ -	\$ 21,311		
Local						\$ 1,697	\$ 5,075	\$ 2,393	\$ 3,255	\$ -		\$ 12,420	

Table 4.4: 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 Category		2024	2025	2026	2027	2028			
Operating Assistance		Total	\$6,500	\$6,500	\$6,600	\$6,600	\$6,700	\$5,575	\$ 11,615	\$ 15,710
Various by FY		5307	\$865	\$915	\$910	\$1,020	\$1,015	\$4,725		
Section 5307/PMTF (INDOT)		5310	\$150	\$150	\$175	\$175	\$200	\$850		
		5339	\$0	\$0	\$0	\$0	\$0	\$0		
		PMTF	\$2,293	\$2,308	\$2,323	\$2,338	\$2,353		\$ 11,615	
		Local	\$3,192	\$3,127	\$3,192	\$3,067	\$3,132			\$ 15,710
EMP-24-001, EMP-25-001, EMP-26-001										
Capital Assistance		Total	\$2,300	\$2,300	\$2,400	\$2,400	\$2,500	\$ 9,520		\$ 2,380
Various by FY		5307	\$1,725	\$1,725	\$1,780	\$1,720	\$1,775	\$ 8,725		
Section 5307/5310		5310	\$0	\$0	\$0	\$0	\$0	\$ -		
		5339	\$115	\$115	\$140	\$200	\$225	\$ 795		
		Local	\$460	\$460	\$480	\$480	\$500			\$ 2,380
EMP-24-002, EMP-24-003, EMP-24-004, EMP-25-002, EMP-25-003, EMP-25-004, EMP-26-002, EMP-26-003, EMP-26-004										
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
EMP-24-005, EMP-25-005, EMP-26-005										
Fixed Route Bus		Total	\$450	\$450	\$0	\$0	\$0	\$ 720		\$ 180
Various by FY		5307	\$0	\$0	\$0	\$0	\$0	\$ -		
Section 5339/CMAQ		5310	\$0	\$0	\$0	\$0	\$0	\$ -		
Acquisition of fixed route transit bus.		5339	\$0	\$0	\$0	\$0	\$0	\$ -		
		CMAQ	\$360	\$360	\$0	\$0	\$0	\$ 720		
		Local	\$90	\$90	\$0	\$0	\$0			\$ 180
EMP-24-006, EMP-25-006										
Paratransit Bus		Total	\$152	\$152	\$76	\$0	\$0	\$300		\$ 80
Various by FY		5307	\$0	\$0	\$0	\$0	\$0	\$ -		
Section 5310/CMAQ		5310	\$0	\$0	\$0	\$0	\$0	\$ -		
Acquisition of paratransit bus.		5339	\$60	\$60	\$60	\$0	\$0	\$ 180		
		CMAQ	\$60	\$60	\$0	\$0	\$0	\$ 120		
		Local	\$32	\$32	\$16	\$0	\$0			\$ 80
EMP-24-007, EMP-24-008, EMP-25-007, EMP-25-008, EMP-26-0006										
		5307	\$ 2,600	\$ 2,650	\$ 2,700	\$ 2,750	\$ 2,800	\$ 13,500		
		5339	\$ 150	\$ 150	\$ 175	\$ 175	\$ 200	\$ 850		
		5310	\$ 175	\$ 175	\$ 200	\$ 200	\$ 225	\$ 975		
		CMAQ	\$ 420	\$ 420	\$ -	\$ -	\$ -	\$ 840		
		PMTF	\$ 2,293	\$ 2,308	\$ 2,323	\$ 2,338	\$ 2,353		\$ 11,615	
		Local	\$ 3,777	\$ 3,712	\$ 3,691	\$ 3,550	\$ 3,635			\$ 18,365
		Total	\$ 9,415	\$ 9,415	\$ 9,089	\$ 9,013	\$ 9,213	\$ 16,165	\$ 11,615	\$ 18,365
		Federal	\$ 3,345	\$ 3,395	\$ 3,075	\$ 3,125	\$ 3,225	\$ 16,165		
		State	\$ 2,293	\$ 2,308	\$ 2,323	\$ 2,338	\$ 2,353		\$ 11,615	
		Local	\$ 3,777	\$ 3,712	\$ 3,691	\$ 3,550	\$ 3,635			\$ 18,365

Table 4.4: 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
			2024	2025	2026	2027	2028			
Operating Assistance		Total	\$925	\$925	\$950	\$950	\$950	\$ 1,574		\$ 3,126
Section 5307		5307	\$355	\$299	\$240	\$340	\$340	\$ 1,574		
		5310	\$0	\$0	\$0	\$0	\$0			
		5339	\$0	\$0	\$0	\$0	\$0			
		Local	\$570	\$626	\$710	\$610	\$610			\$ 3,126
Capital Assistance		Total	\$700	\$700	\$750	\$750	\$750	\$ 2,920	\$ 365	\$ 365
Section 5307/5339/KYTC		5307	\$460	\$516	\$600	\$500	\$500	\$ 2,576		
Includes preventive maintenance, ADA complimentary paratransit service, and other capital projects		5310	\$0	\$0	\$0	\$0	\$0			
		5339	\$100	\$44	\$0	\$100	\$100	\$ 344		
		KYTC	\$70	\$70	\$75	\$75	\$75		\$ 365	
		Local	\$70	\$70	\$75	\$75	\$75			\$ 365
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	\$0	\$0	\$125	\$0	\$0	\$ 100	\$ 12	\$ 13
Section 5339		5307	\$0	\$0	\$0	\$0	\$0			
Acquisition of fixed route transit bus(es).		5310	\$0	\$0	\$0	\$0	\$0			
		5339	\$0	\$0	\$100	\$0	\$0	\$ 100		
		KYTC	\$0	\$0	\$12	\$0	\$0		\$ 12	
		Local	\$0	\$0	\$13	\$0	\$0			\$ 13
Paratransit Bus		Total	\$0	\$14	\$0	\$0	\$0	\$ 56	\$ 7	\$ 7
Section 5310		5307	\$0	\$0	\$0	\$0	\$0			
Acquisition of paratransit bus(es).		5310	\$0	\$0	\$0	\$0	\$0			
		5339	\$0	\$56	\$0	\$0	\$0	\$ 56		
		KYTC	\$0	\$7	\$0	\$0	\$0		\$ 7	
		Local	\$0	\$7	\$0	\$0	\$0			\$ 7
		5307	\$ 825	\$ 825	\$ 850	\$ 850	\$ 850	\$ 4,200		
		5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		5339	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 500		
		KYTC	\$ 70	\$ 77	\$ 87	\$ 75	\$ 75		\$ 384	
		Local	\$ 643	\$ 706	\$ 801	\$ 688	\$ 688			\$ 3,526
		Total	\$ 1,638	\$ 1,708	\$ 1,838	\$ 1,713	\$ 1,713	\$ 4,700	\$ 384	\$ 3,526
		Federal	\$ 925	\$ 925	\$ 950	\$ 950	\$ 950	\$ 4,700		
		State	\$ 70	\$ 77	\$ 87	\$ 75	\$ 75		\$ 384	
		Local	\$ 643	\$ 706	\$ 801	\$ 688	\$ 688			\$ 3,526

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Evansville MPO / Non-Profit Organizations										
Project Des# Federal Funding Category Description:	Amendment/ Modification Date	Funding Source	All amounts in thousands					Federal Share	State Share	Local Share
			2024	2025	2026	2027	2028			
Capital Assistance		Total	\$218	\$229	\$209	\$220	\$200	\$ 860		\$ 216
Various		5310	\$174	\$183	\$167	\$176	\$160	\$ 860		
Section 5310		Local	\$44	\$46	\$42	\$44	\$40			\$ 216
Acquisition of paratransit bus(es) or van(s). EMP-24-009, EMP-25-009, EMP-26-007										
Operating Assistance		Total	\$126	\$126	\$126	\$126	\$126	\$ 315		\$ 315
Various		5310	\$63	\$63	\$63	\$63	\$63	\$ 315		
Section 5310		Local	\$63	\$63	\$63	\$63	\$63			\$ 315
EMP-										
Planning Assistance		Total	\$36	\$37	\$38	\$39	\$40	\$ 190		\$ -
Various		5310	\$36	\$37	\$38	\$39	\$40	\$ 190		
Section 5310		Local	\$0	\$0	\$0	\$0	\$0			\$ -
Administration of 5310 program: includes solicitation of projects and activities as described in the EMPO UPWP. EMP-24-010, EMP-25-010, EMP-26-008										
		5310	\$ 273	\$ 283	\$ 268	\$ 278	\$ 263	\$ 1,365		
		Local	\$ 107	\$ 109	\$ 105	\$ 107	\$ 103			\$ 531
		Total	\$ 380	\$ 392	\$ 373	\$ 385	\$ 366	\$ 1,365	\$ -	\$ 531
		Federal	\$ 273	\$ 283	\$ 268	\$ 278	\$ 263	\$ 1,365		
		State	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		Local	\$ 107	\$ 109	\$ 105	\$ 107	\$ 103			\$ 531

Sponsor: INDOT / Rural Transit										
Project Des# Federal Funding Source Description:	Amendment/ Modification Date	Funding Source	All amounts in thousands					Federal Share	State Share	Local Share
			2024	2025	2026	2027	2028			
Operating Assistance		Total	\$4,082	\$4,082	\$4,082	\$4,082	\$4,082	\$ 9,640		\$ 6,785
Various		5311	\$1,928	\$1,928	\$1,928	\$1,928	\$1,928	\$ 9,640		
Section 5311		PMTF	\$797	\$797	\$797	\$797	\$797		\$ 3,985	
		Local	\$1,357	\$1,357	\$1,357	\$1,357	\$1,357			\$ 6,785
Operating Assistance for SIDC. EMP-24-011, EMP-25-011, EMP-26-009										
		5311	\$ 1,928	\$ 1,928	\$ 1,928	\$ 1,928	\$ 1,928	\$ 9,640		
		PMTF	\$ 797	\$ 797	\$ 797	\$ 797	\$ 797		\$ 3,985	
		Local	\$ 1,357	\$ 1,357	\$ 1,357	\$ 1,357	\$ 1,357			\$ 6,785
		Total	\$ 4,082	\$ 4,082	\$ 4,082	\$ 4,082	\$ 4,082	\$ 9,640	\$ 3,985	\$ 6,785
		Federal	\$ 1,928	\$ 1,928	\$ 1,928	\$ 1,928	\$ 1,928	\$ 9,640		
		State	\$ 797	\$ 797	\$ 797	\$ 797	\$ 797		\$ 3,985	
		Local	\$ 1,357	\$ 1,357	\$ 1,357	\$ 1,357	\$ 1,357			\$ 6,785

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Kentucky Transportation Cabinet											
Route Item# Length:	Project Limits		Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
	Planning Reference	Federal Funding Category		Amendment/ Modification Date	2024	2025	2026	2027			
Description:									2024-2028 Estimates		
US 41/ CS-1372	US 41 intersection at Watson Lane		PE							\$ -	\$ -
02-383, 383.1	MTP 2045 25-13 (Exempt)		RW							\$ -	\$ -
	STBG		U							\$ -	\$ -
n/a			CN	\$2,840						\$ 2,272	\$ 568
Improve safety and reduce congestion at the intersection. From Catalina Dr to MP 1.2										Total Programmed \$2,840	
CS-1372	Watson Lane from Sunset Ln to Catalina Dr, & from MP 1.2 to Green River Rd		PE							\$ -	\$ -
02-383.2	MTP 2045 25-13 (Exempt)		RW							\$ -	\$ -
	STBG		U							\$ -	\$ -
1.086 mi.			CN	\$2,000						\$ 1,600	\$ 400
Improve safety and reduce congestion on Watson Lane.										Total Programmed \$2,000	
US 60	Over Green River		PE		\$809					\$ 647	\$ 162
02-10084			RW							\$ -	\$ -
n/a	BR		U							\$ -	\$ -
			CN					\$8,090		\$ 6,472	\$ 1,618
Bridge Project										Total Programmed \$8,899	
KY 145	At Beaver Dam Creek		PE	\$39						\$ 31	\$ 8
02-10091.0			RW							\$ -	\$ -
n/a			U							\$ -	\$ -
			CN	\$390						\$ 312	\$ 78
Bridge project on KY 145 at Beaver Dam Creek										Total Programmed \$429	
KY 812	At North Fork Canoe Creek		PE	\$143						\$ 114	\$ 29
02-10092.0			RW							\$ -	\$ -
n/a	PE and CN in 2023?		U							\$ -	\$ -
			CN	\$1,430						\$ 1,144	\$ 286
Bridge project on KY 812 at North Fork Canoe Creek										Total Programmed \$1,573	
US 41	Over the Ohio River		PE							\$ -	\$ -
02-2091.10			RW							\$ -	\$ -
1 mi.	BR		U							\$ -	\$ -
			CN	\$2,000	\$6,000	\$8,000	\$7,000			\$ 18,400	\$ 4,600
Bridge Project										Total Programmed \$23,000	
I 69	From milepoint 142.15 to 148.09		PE			\$400				\$ 320	\$ 80
02-22093			RW							\$ -	\$ -
7 mi.	NHPP		U							\$ -	\$ -
			CN			\$4,000				\$ 3,200	\$ 800
Address pavement condition										Total Programmed \$4,400	
AU-9005	From milepoint 0.00 to 8.88		PE			\$1,065				\$ 852	\$ 213
02-22193			RW							\$ -	\$ -
8.88 mi.	NHPP		U							\$ -	\$ -
			CN			\$10,656				\$ 8,525	\$ 2,131
Address pavement condition										Total Programmed \$11,721	
AU-9005	From milepoint 8.88 to 15.883		PE			\$840				\$ 672	\$ 168
02-22194			RW							\$ -	\$ -
7 mi.	NHPP		U							\$ -	\$ -
			CN			\$8,404				\$ 6,723	\$ 1,681
Address pavement condition										Total Programmed \$9,244	
KY 425	From milepoint 0 to 4.747		PE		\$600					\$ 480	\$ 120
02-22333			RW							\$ -	\$ -
4.7 mi.	STBG		U							\$ -	\$ -
			CN		\$5,400					\$ 4,320	\$ 1,080
Address pavement condition										Total Programmed \$6,000	
Grouped Projects	Various locations										
Various	Various: See grouped projects summary at the end of all project listings.										
			PE	\$ 182	\$ 1,409	\$ 2,305	\$ -	\$ -		\$ 3,117	\$ 779
			RW	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
			U	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
			CN	\$ 8,660	\$ 11,400	\$ 31,060	\$ 7,000	\$ 8,090		\$ 52,968	\$ 13,242
			Total	\$ 8,842	\$ 12,809	\$ 33,365	\$ 7,000	\$ 8,090		\$ 56,085	\$ 14,021
			Federal	\$ 7,074	\$ 10,247	\$ 26,692	\$ 5,600	\$ 6,472		\$ 56,085	
			State	\$ 1,768	\$ 2,562	\$ 6,673	\$ 1,400	\$ 1,618			\$ 14,021

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: City of Henderson												
Route Item# Length: Description:	Project Limits Planning Reference Federal Funding Category	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share	
				2024	2025	2026	2027	2028				
Van Wyk Rd	5th St to I-69 Exit		PE		\$140					\$ 112	\$ 28	
TBD	MTP 2050: 30-14 (Exempt)		RW			\$100				\$ 80	\$ 20	
0.4	SHN		U				\$160			\$ 128	\$ 32	
			CN					\$1,000		\$ 800	\$ 200	
Road reconstruction with drainage improvements and bicycle and pedestrian trail.										Project Total		\$1,260
			PE	\$ -	\$ 140	\$ -	\$ -	\$ -		\$ 112	\$ 28	
			RW	\$ -	\$ -	\$ 100	\$ -	\$ -		\$ 80	\$ 20	
			U	\$ -	\$ -	\$ -	\$ 160	\$ -		\$ 128	\$ 32	
			CN	\$ -	\$ -	\$ -	\$ -	\$ 1,000		\$ 800	\$ 200	
			Project(s) Total	\$ -	\$ 140	\$ 100	\$ 160	\$ 1,000		\$ 1,120	\$ 280	
			SHN Reserved for State Forces	\$ -	\$ 14	\$ 10	\$ 16	\$ 100		\$ 140	\$ -	
			Federal	\$ -	\$ 126	\$ 90	\$ 144	\$ 900		\$ 1,260		
			Local	\$ -	\$ 28	\$ 20	\$ 32	\$ 200			\$ 280	

KYTC Sponsored projects using SHN funds												
Route Item# Length: Description:	Project Limits Planning Reference Federal Funding Category	Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share	
				2024	2025	2026	2027	2028				
KY 2183	Intersection with KY 1539 (MP 1.693-1.793)		PE							\$ -	\$ -	
02-714.00			RW							\$ -	\$ -	
0.10 mi.	SHN		U							\$ -	\$ -	
			CN	\$600						\$ 600	\$ -	
Intersection project to improve safety. Note: A soft match will be provided with KY toll credits										Total Programmed		\$600
			PE	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	
			RW	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	
			U	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	
			CN	\$ 600	\$ -	\$ -	\$ -	\$ -		\$ 600	\$ -	
			Total	\$ 600	\$ -	\$ -	\$ -	\$ -		\$ 600	\$ -	
			Federal	\$ 600	\$ -	\$ -	\$ -	\$ -		\$ 600	\$ -	
			State	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	

Grouped Projects

Transportation planning regulations applicable to the development and content of 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 US 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 4.5 (Kentucky Grouped Projects) and Table 4.6 (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 4.5: Kentucky Grouped Project List

Description (All projects are located in Henderson County)	Total Costs (costs in thousands)				
	2024	2025	2026	2027	2028
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 4.6: Indiana Grouped Project List

Grouped Project Category	Total Project Cost (costs in thousands)				
	2024	2025	2026	2027	2028
Pavement Preservation <small>Includes PPI projects, 1 & 2 lay overlays</small>					
Bridge, Culvert and Small Structure Preservation <small>Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements</small>					
Signing, marking, striping and rumble strips					
Traffic signal system improvements and lighting					
Median guardrail/cable projects with no change to access					
Rail crossing protection					
Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act					
Commuter ridesharing programs					
Statewide and non-construction activities					
Operating assistance to transit agencies					
Purchase of new buses to replace existing vehicles					
Rehabilitation of transit vehicles					

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.

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Tables A.1 through A.3 presents a comprehensive list of recommended transportation improvements from the long-range element of the transportation planning process, the Metropolitan Transportation Plan (MTP) 2050. Projects in the 2024-2028 TIP are consistent with those recommended in the MTP 2050. 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.

A MTP 2050 PLANNING SUPPORT

Table A.1: MTP 2050 - 2024-2030 Project List

2024-2030						
ID#	Road	Limits	Concept	Length (mi)	Non Exempt	Est. Cost Range (mil)
City of Evansville						
30-1	Columbia St	Hirschland Rd to Cross Pointe Blvd	New Road (2 or 3 lanes)	0.2	x	N/A*
30-2	Oak Grove Rd	Burkhardt Rd to Cross Pointe Blvd	Widen from 2 to 5 lanes	0.4	x	N/A*
30-3	Vogel Rd	E of Hirschland to Cross Pointe Blvd	New Road (3 lanes)	0.3	x	N/A*
30-4	Third St	Court St to Parrett St	Reconstruct	0.8		\$20.7
Vanderburgh County						
30-5	Oak Hill Rd	Lynch Rd to St George Rd	Widen from 2 to 3 lanes	1.0		\$8.0
30-6	Oak Hill Rd	St George Rd to Eastwood Dr	Widen from 2 to 3 lanes	0.7		N/A
30-7	Oak Hill Rd	Eastwood Dr to Millersburg Rd	Widen from 2 to 3 lanes	1.0		\$8.1
30-8	Baseline Rd	Husky Way to Old State Rd	Widen from 2 to 3 lanes	1.1		\$5.3
30-9	Boonville-New Harmony Rd	Petersburg Rd to Green River Rd	Reconstruct	1.3		\$8.3
Warrick County						
30-10	Epworth Rd	SR 662 to Lincoln Ave	Widen from 2 to 3 lanes	1.1		\$7.0
30-11	Epworth Rd	Lincoln Ave to S of SR 66	Widen from 2 to 5 lanes	0.4	x	\$5.0
30-12	Telephone Rd	Bell Rd to Fuquay Rd	Widen from 2 to 3 lanes	1.2		\$7.4
30-13	Oak Grove Rd	SR 261 to Anderson Rd	Widen from 2 to 3 lanes	1.3		\$6.0
City of Henderson						
30-14	Van Wyk Rd	5th Street to I-69 Exit	Reconstruct	0.4		\$1.4
30-15	North Elm St	Watson Ln to 12th St	Reconstruct	1.8		\$5.8
30-16	Wathen Ln	US 60 to City Limit	Reconstruct	1.4		\$4.1
KYTC						
30-17	Watson Ln	Sunset Lane to Stonegate	Reconstruct	0.5		\$2.8
30-18	Watson Ln	Stonegate to Green River Rd	Reconstruct	0.5		\$2.0
30-19	KY 1539/Zion-Larue Rd	KY 351 to Kimsey Ln	Reconstruct	0.9		\$3.0
30-20	KY 351/2nd St/ Zion Rd	Elm St to Denise Dr	Reconstruct	2.8		\$7.5
30-21	KY 351/Zion Rd	E of Adams Ln to Bishop Ln	Reconstruct	1.0		\$3.0
INDOT/KYTC						
30-22	I-69 ORX (Section 1)	KY 425 to US 60	New (4 lane)/Reconstruct	6.2	x	\$195.0
30-23	I-69 ORX (Section 3)	State Line to I-69 (IN)	New (4 lane)/Reconstruct	1.7	x	\$242.1

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

* 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.

New Road - Construction of new roadway on new terrain
Widen - Increase number of lanes and/or add a center turn lane
Reconstruct - Rebuild to a new condition with improved design criteria

Table A.2: MTP 2050 - 2031-2040 Project List

2031-2040						
ID#	Road	Limits	Concept	Length (mi)	Non Exempt	Est. Cost Range (mil)
City of Evansville						
40-1	Virginia St	Green River Rd to Burkhardt Rd	Widen from 2 to 3 lanes	1.0		\$7.2 - \$8.8
40-2	Broadway Ave	City Limits to Barker Ave	Reconstruct	1.5		\$13.3 - \$14.6
40-3	Vogel Rd	Green River Rd to Burkhardt Rd	Widen from 2 to 3 lanes	1.0		\$7.2 - \$8.8
Vanderburgh County						
40-4	Petersburg Rd	Boonville New Harmony Rd to Kansas Rd	Reconstruct	1.7		\$11.3 - \$13.9
40-5	Boonville-New Harmony Rd	US 41 to Petersburg Rd	Reconstruct	2.6		\$17.4 - \$23.2
40-6	Schutte Rd	SR 62/Lloyd Expy to Broadway Ave	Reconstruct	1.3		\$9.1 - \$11.2
Warrick County						
40-7	Casey Rd	Vann Rd to SR 66	Widen from 2 to 3 lanes	0.8		\$4.0 - \$5.3
40-8	Lincoln Ave	SR 66 to Anderson Rd	Widen from 2 to 3 lanes	1.1		\$8.2 - \$9.2
40-9	Lenn Rd	Lincoln Ave to Sharon Rd	Widen from 2 to 3 lanes	1.1		\$8.2 - \$9.6
40-10	Libbert Rd	SR 66 to Oak Grove Rd	Widen from 2 to 3 lanes	1.0		\$7.0 - \$9.3
40-11	Oak Grove Rd	Anderson Rd to Wethers Rd	Widen from 2 to 3 lanes	1.6		\$15 - \$20
City of Henderson						
40-12	Old Corydon Rd	US 60 to SR 425	Reconstruct	0.9		\$2.8 - \$3.7
40-13	Atkinson St	KY 136 to KY 812/Clay St	Reconstruct	0.6		\$5.5 - \$7.4
KYTC						
40-14	KY 416	US 41 A to US 41	Reconstruct	7.4		\$55.4 - \$73.9
40-15	US 41/US 60 Interchange	Interchange Modification	Reconstruct			\$20.0 - \$26.7
40-16	US 60	Morris Dr to KY 2183/Holloway-Rucker Rd	Reconstruct	1.3		\$5.5 - \$7.3
40-17	US 60	KY 2183/Holloway-Rucker Rd to KY 1078/Baskett Ln	Reconstruct	1.7		\$4.3 - \$5.7
40-18	KY 425/Henderson Bypass	US 60 to I-69	Widen from 2 to 4 lanes	5.1		\$29.0 - \$38.7
INDOT/KYTC						
40-19	I-69 ORX (Section 2)	US 60 to State Line	New (4 lane)	3.5	x	\$706.9

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

- New Road - Construction of new roadway on new terrain
- Widen - Increase number of lanes and/or add a center turn lane
- Reconstruct - Rebuild to a new condition with improved design criteria

Table A.3: MTP 2050 - 2041-2050 Project List

2041-2050						
ID#	Road	Limits	Concept	Length (mi)	Non Exempt	Est. Cost Range (mil)
City of Evansville						
50-1	Burkhardt Rd	Lincoln Ave to Lloyd Expy	Widen from 2 to 5 lanes	0.5	x	\$8.7 - \$10.7
50-2	Claremont Ave	Red Bank Rd to Barker Ave	Reconstruct	1.3		\$11.4 - \$16.2
50-3	Kratzville Rd	Diamond Ave to Darmstadt Rd	Reconstruct	2.8		\$5.2 - \$5.7
50-4	Lincoln Ave	Green River Rd to Newburgh Rd	Widen from 2 to 3 lanes	0.5		\$5.2 - \$5.7
50-5	Red Bank Rd	Broadway Ave to SR 62/Lloyd Expy	Reconstruct	1.4		\$14.6 - \$16.0
50-6	Stringtown Rd	Diamond Ave to Mill Rd	Reconstruct	1.6		\$12.0 - \$13.3
Vanderburgh County						
50-7	Red Bank Rd	N of SR 62/Lloyd Expy to Upper Mt Vernon Rd	Reconstruct	0.9		\$8.2 - \$10.2
Warrick County						
50-8	Vann Rd	Epworth to Libbert Rd	New Road	1.5	x	\$12.0 - \$19.4
50-9	Vann Rd	Libbert Rd to Bell Rd	Widen from 2 to 3 lanes	0.5		\$2.8 - \$4.5
50-10	Roeder Rd	Wethers Rd to Yankeetown Rd	Widen from 2 to 3 lanes	2.5		\$6.9 - \$11.2
City of Henderson						
50-11	S Main St	Drury Ln to Yeaman Ave	Reconstruct	0.6		\$1.9 - \$3.1
KYTC						
50-12	US 60	KY 1078/Baskett Ln to the Green River	Reconstruct	2.6		\$39.0 - \$63.4
50-13	City of Corydon Bypass	US 60 to US 60	New Road	1.7		\$30.66 - \$49.8
50-14	US 60	Waverly, KY to Corydon, KY	Reconstruct	2.5		\$20.0 - \$32.5
50-15	US 60	Corydon, KY to KY 425/Henderson Bypass	Reconstruct	5.1		\$24.2 - \$39.3

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

- New Road - Construction of new roadway on new terrain
- Widen - Increase number of lanes and/or add a center turn lane
- Reconstruct - Rebuild to a new condition with improved design criteria

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According to the U. S. Environmental Protection Agency (EPA), environmental justice is defined as “the fair treatment and meaningful involvement of all people regardless of race, color, culture, national origin, income and educational levels with respect to the development, implementation and enforcement of protective environmental laws, regulations and policies.”

The MPO has identified EJ Population Areas based on census tracts with concentrations of underserved and disadvantaged populations. These areas are considered when planning for transportation projects to ensure projects do not cause a disproportionately high and/or adverse impact.

B

EJ POPULATION AREAS

The EJ Population Areas were developed based on 2016-2020 American Community Survey (ACS) data from the U.S. Census Bureau. Percentages for the following factors were gathered for all 89 census tracts in Vanderburgh, Warrick and Henderson counties:

- individuals below poverty;
- individuals age 65 and older;
- minority population;
- Hispanic population;
- individuals with limited English proficiency (speak English “less than very well”);
- individuals with a disability; and
- households with no vehicles.

A 3-county regional percentage for each factor was determined, and this percentage is considered to be the EJ Population Threshold. If the percentage of a census tract for an individual factor exceeds the EJ Population Threshold in more than one factor, it is considered to be an EJ Population Area.

For each census tract, EJ Population Tiers were created based on the number of factors within the census tract that exceeded the Threshold. Below are the EJ Population Area Tiers:

- Tier 1: Exceeds 6-7 EJ Population Thresholds
- Tier 2: Exceeds 4-5 EJ Population Thresholds
- Tier 3: Exceeds 2-3 EJ Population Thresholds

A map of the EJ Population Areas is shown in Figure B.1.

More detailed information about the EJ Population Areas can be found in the MPO Participation Plan, which can be found on the MPO website: evansvillempo.com. A map of the EJ Population Areas and how they relate to TIP projects is shown in Figure B.1 (and also in Figure 1.4 in Chapter 1).

Impact of Planned Projects

The projects included in the FY 2022-2026 TIP are distributed throughout the three counties and have limited negative impacts on disadvantaged populations. Those projects that are located in or near EJ Population Areas include bike and pedestrian improvements and/or potential economic improvements, while having little, if any direct impact to an individual’s property. The most significant negative impact will be temporary during construction, but the positive impacts on the surrounding neighborhood after completion should outweigh the short term impact.

ENVIRONMENTAL JUSTICE

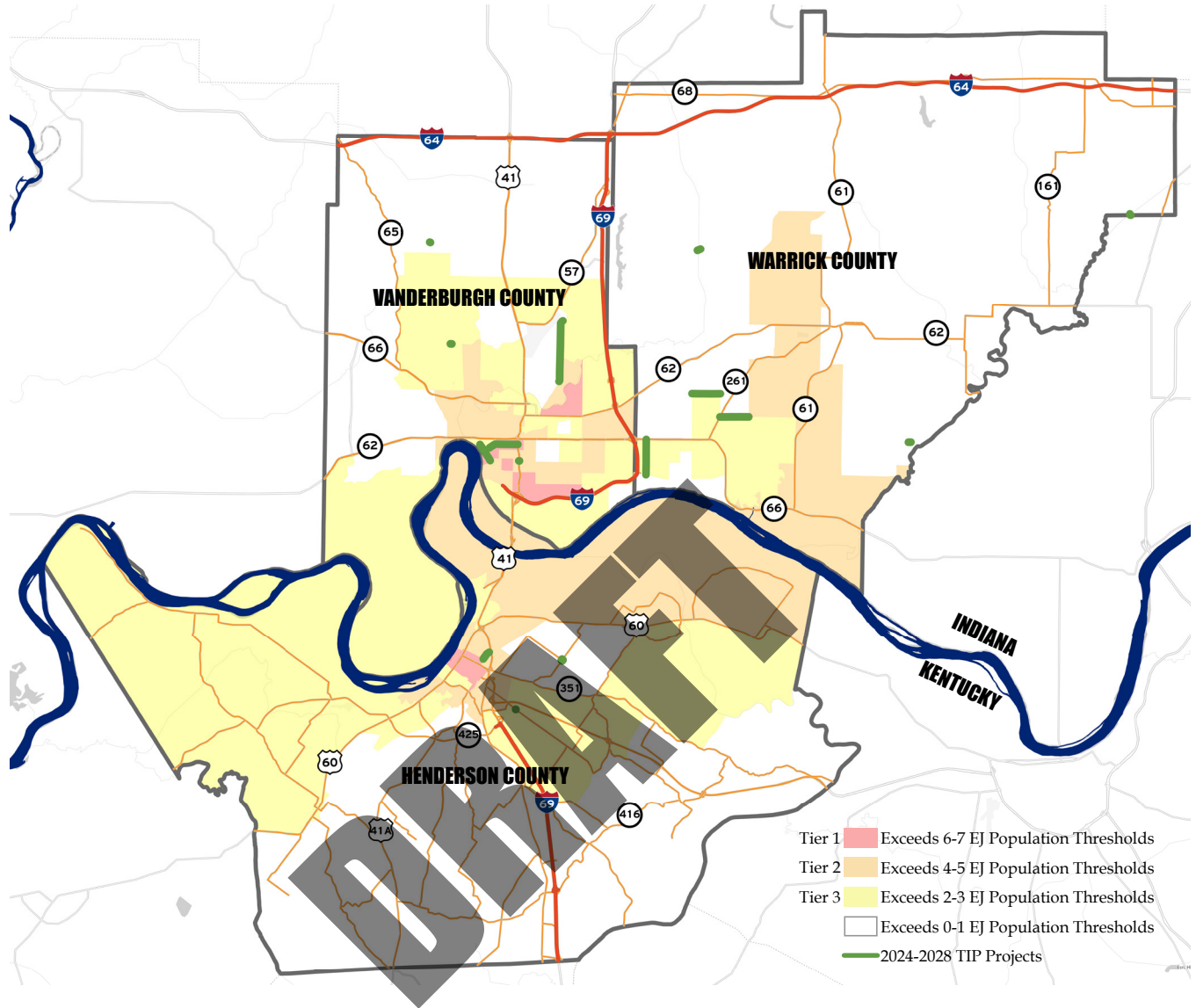
Environmental Justice:

fair treatment and meaningful involvement of all people regardless of race, color, culture, national origin, income and educational levels with respect to the development, implementation and enforcement of protective environmental laws, regulations and policies

EJ Population Factor	Vanderburgh	Warrick	Henderson	3-County Total
Individuals below poverty	16.1%	6.0%	18.2%	14.2%
Individuals age 65 and over	16.9%	17.4%	17.6%	17.1%
Minority Population	15.3%	7.5%	13.0%	13.3%
Hispanic Population	2.6%	1.7%	2.5%	2.4%
Individuals with Limited English Proficiency (speak English “less than very well”)	1.6%	1.0%	1.0%	1.4%
Individuals with a disability	15.0%	12.2%	21.7%	15.5%
Households with no vehicles	7.6%	2.1%	7.4%	6.5%

The table shows the percentage of each county, plus the 3-county percentage, for each EJ population factor. The 3-county percentage is considered to be the EJ Population Area Threshold.

Figure B.1: FY 2024-2028 Local Projects and EJ Population Areas



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The Evansville MPO held a review and comment period from January 25, 2023 through February 24, 2023 for the Metropolitan Transportation Plan (MTP) 2050, the 2024–2028 Transportation Improvement Program (TIP), and corresponding draft Conformity Documentation. All were encouraged to comment via any of the following:

Comment Form: A link to the form was provided on the Evansville MPO Website

Mail:

Evansville Metropolitan Planning Organization
Room 316 – Civic Center Complex
1 NW M L King Jr. Blvd.
Evansville, IN 47708

In Person: Business Hours: Monday - Friday 8:00 AM to 4:30 PM

Call in comments: (812) 436-7833

Fax comments: (812) 436-7834

Open Houses: Wednesday, February 8, 2023 from 4:00pm to 6:00pm at Evansville Central Library and Henderson County Public Library

Virtual Open House: May be scheduled on February 7,8 or 9, 2023 between 9:00am and 1:00pm

The notice was published in the Evansville Courier and Press, Henderson Gleaner, Warrick County Standard, Out Times, and El Informador Latino. The notice was posted on the Evansville MPO Website and Facebook page. No comments were received during the comment period.



C PUBLIC COMMENT

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**2025 AND BEYOND: NOTICE OF FUNDING AVAILABILITY FOR KENTUCKY LPAs
2028 AND BEYOND: NOTICE OF FUNDING AVAILABILITY FOR INDIANA LPAs**

EVANSVILLE MPO CY 2022 CALL FOR PROJECTS

GENERAL INSTRUCTIONS:

Projects eligible for Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) funds, Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA) funds, and the new Carbon Reduction Program (CRP) funds are eligible to submit projects for consideration. FTA's Section 5307, Section 5310, and Section 5339 are excluded.

Eligible applicants include local jurisdictions in Vanderburgh and Warrick counties in Indiana and in Henderson County in Kentucky. Certain federal requirements must be satisfied in order for a project to be eligible for funding.

Project sponsors seeking federal funding for eligible projects must complete the entire application and submit a Letter of Financial Commitment for consideration.

MTP 2045 GOALS AND OBJECTIVES:

Project prioritization and selection will be guided by the Goals and Objectives set forth in the MTP 2045:

Quality of Life & Health	Economic Vitality	Environment	Safety & Security
<p>Goal: Provide a variety of transportation options for all residents to improve connectivity and enhance quality of life, community health and transportation equity.</p> <ul style="list-style-type: none"> • Increase the availability of bicycle and pedestrian facilities and transit services to provide better connections between residential areas, workplaces, schools, shopping, parks/recreational facilities and other services. • Provide travel time reliability to ensure the most efficient use of time for commuters. 	<p>Goal: Increase the economic vitality of the region to support mobility options, employment access and freight movement efficiency.</p> <ul style="list-style-type: none"> • Increase the availability of bicycle and pedestrian facilities to improve job access for residents, while also serving as an economic catalyst. • Expand transit service area and increase efficiencies to ensure better access to jobs and places of business. • Provide travel time reliability to ensure the on-time delivery of goods and services. • Prioritize transportation projects that support compact growth. 	<p>Goal: Develop a transportation system that minimizes environmental impacts and preserves or enhances natural resources, air quality and water quality.</p> <ul style="list-style-type: none"> • Increase access to alternative transportation options to reduce vehicular emissions and meet EPA standards. • Prioritize projects that incorporate green infrastructure components to reduce or mitigate stormwater impacts. 	<p>Goal: Improve the safety and security of the transportation system for all users.</p> <ul style="list-style-type: none"> • Prioritize projects that reduce serious injuries and fatalities to ensure a safe and secure roadway network for all users. • Maintain and monitor roadway conditions to preserve the investment in existing transportation systems. • Maintain a state of good repair for transit vehicles and facilities to ensure a safe and secure transit system.

**Once the application and any attachments are complete, please submit to Erin Schriefer at eschriefer@evansvillempo.com
If you have any questions as you work through the application, please contact the Evansville MPO.**

APPLICATIONS ARE DUE WEDNESDAY, JULY 27, 2022

Project Application Form approved: 06.11.20
Updated: 07.07.22

D

PROJECT APPLICATION & PRIORITIZATION

SECTION 1: LOCAL PUBLIC AGENCY INFORMATION

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

SECTION 2.1: PROJECT INFORMATION - Roadway/Complete Streets Projects Only

Project name:			
Facility name:			
Termini: <i>(if applicable)</i>	From:		Length:
	To:		
Existing number of through lanes: <i>The number of motor vehicle lanes on the ground today, including continuous center turn lanes.</i>		Proposed number of through lanes: <i>The number of motor vehicle lanes being proposed, including continuous center turn lanes.</i>	
Intersections: <i>Explain how/where any current intersection configurations will change? Added left turn lane, signalizations, all-way stop, etc.</i>			
General description/scope of work:			
Project Map:	Include a map of the project area that clearly shows the project location, termini (if applicable), intersections being improved, surrounding points of interest/destinations, and any other relevant information.		

SECTION 2.2: PROJECT INFORMATION - Standalone Bicycle/Pedestrian/Greenway Projects Only

Project name:			
Facility name:			
Termini: <i>(if applicable)</i>	From:		Length:
	To:		
Intersections: <i>Explain how/where the proposed project will intersect with existing roadways, if applicable.</i>			
General description/scope of work: <i>(including proposed intersection improvements, if applicable)</i>			
Project Map:	Include a map of the project area that clearly shows the project location, termini (if applicable), intersections being improved, surrounding points of interest/destinations, and any other relevant information.		

SECTION 2.3: PROJECT INFORMATION - Transit Projects Only

Project type: <i>(e.g. new transit service, system or service expansion, new vehicles, fare subsidies)</i>			
Route:			
General description/scope of work: <i>(including type of vehicle or route alignment)</i>			
Project Map:	Include a map of the project area that clearly shows the project location, termini (if applicable), intersections being improved, surrounding points of interest/destinations, and any other relevant information.		

Bus Purchase Only

	Vehicle Being Replaced	Vehicle Being Purchased
Dealer:		
Make:		
Model:		
Model year:		
Age (years):		Not applicable
Current mileage:		Not applicable
Seating capacity:		
Wheelchair capacity:		

*see note in "PROJECT BUDGET" section

SECTION 3: LOCAL SUPPORT/CONSISTENCY WITH PLANS

List all local, state or regional plans that include this project:

SECTION 4: PROJECT READINESS/PHASES COMPLETE

Select all that apply:

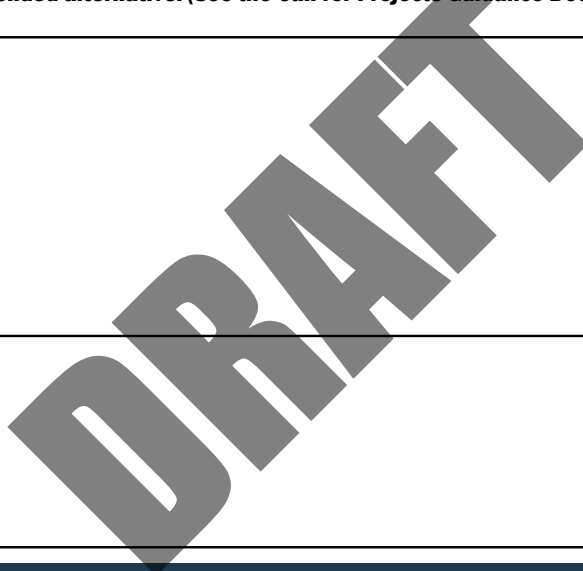
- | | | |
|--|--|-------------------------------|
| <input type="checkbox"/> NEPA Documents Submitted/Approved | <input type="checkbox"/> Partial ROW Acquired | <input type="checkbox"/> None |
| <input type="checkbox"/> Final Design Complete | <input type="checkbox"/> All ROW Acquired | |
| <input type="checkbox"/> Preliminary Design Complete | <input type="checkbox"/> Portion of Construction | |

SECTION 5: PURPOSE AND NEED

The purpose and need statement outlines the problem(s) of a transportation facility and the goal(s) for that facility. This section cannot describe the recommended alternative. (See the Call for Projects Guidance Document for more information and examples.)

Purpose: defines the goals and objectives that should be included as part of a successful solution to the problem. It is a broad statement of the primary intended transportation result and other related objectives supported by the identified needs. It is *not* the scope of work, but the goals of the project.

Need: a detailed explanation of the specific transportation problems or deficiencies that exist, or that are expected to exist in the future. It should provide measurable objectives or specifications for evaluating alternatives.



SECTION 6: PROJECT DETAILS

Select all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Roadway widening (additional through lanes) | <input type="checkbox"/> New roadway/roadway expansion |
| <input type="checkbox"/> Roadway widening (no additional through lanes) | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> ITS improvements and/or operational | |

How are you accommodating bicyclists and pedestrians?

Select all that apply:

- | | |
|--|---|
| <input type="checkbox"/> Bicycle lane | <input type="checkbox"/> Sidewalk |
| <input type="checkbox"/> Buffered bike lane | <input type="checkbox"/> Ped. indication signal/warning |
| <input type="checkbox"/> Greenway/shared use path/sidepath | <input type="checkbox"/> Marked crosswalks |
| | <input type="checkbox"/> Other _____ |

How are you accommodating transit users?

Select all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Project is on a bus route | <input type="checkbox"/> NA - transit service is not available |
| <input type="checkbox"/> Installing/updating bus shelters | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Sidewalks at bus shelters | |

SECTION 7: PROJECT BUDGET

Project Development Phase	Funding Fiscal Year	Total Cost	Percent (%) Local Match	Local Funding Match	Federal Funding
A. Preliminary Engineering ⁽¹⁾⁽²⁾⁽³⁾			100%	\$0	\$0
B. Right of Way ⁽¹⁾			100%	\$0	\$0
C. Utilities			20	\$0	\$0
D. Construction*			20	\$0	\$0
E. Construction Eng/Inspection ⁽³⁾			20	\$0	\$0
Total Construction (lines C-E)		\$0		\$0	\$0
Total All Phases (lines A-E)		\$0		\$0	\$0

⁽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 and/or Construction Eng/Inspection funding through EMPO allocated funds.

⁽³⁾ It is advised that neither consultants nor subconsultants who prepare engineering construction plans or construction contract bid documents for a project programmed for EMPO Construction Engineering/Inspection funding shall be associated with construction inspection activities for plans or bid documents they prepared.

***TRANSIT ONLY:** For transit projects, use "D. Construction" line only.

Source of Cost Estimate:

- | | |
|---|---------------------------------------|
| <input type="checkbox"/> Rough planning estimate | <input type="checkbox"/> Final design |
| <input type="checkbox"/> Detailed planning report | <input type="checkbox"/> MPO estimate |
| <input type="checkbox"/> Preliminary design and engineering | <input type="checkbox"/> Other |

SECTION 8: CERTIFICATION

In addition to a Letter of Financial Commitment, the applying ERC must sign below:

I certify that all sources of funding have been identified in the Project Budget table.

I understand that Preliminary Engineering and Right of Way phases are typically not funded with EMPO allocated funds.

I certify that the information provided in this application is true and accurate to the best of my knowledge.

Signature

Date

Title

Once the application and any attachments are complete, please submit to Erin Schriefer at eschriefer@evansvillempo.com

APPLICATIONS ARE DUE WEDNESDAY, JULY 27, 2022

**2025 and Beyond Notice of Funding Availability for Indiana LPAs
2028 and Beyond Notice of Funding Availability for Kentucky LPAs**

Evansville MPO CY 2022 Call for Projects Reference Guide

**Project Prioritization Process, Instructions for Applicants and
Federal Funding Application**

DRAFT

Evansville MPO



Henderson • Vanderburgh • Warrick

APPLICATIONS ARE DUE WEDNESDAY, JULY 27, 2022

Background

This guide provides information and guidance for the process used by the Evansville Metropolitan Planning Organization (EMPO) to prioritize and distribute EMPO-allocated federal funds to local programs and projects.

In 2012, the EMPO adopted a Complete Streets Policy requiring that all local projects receiving EMPO-allocated federal funding adhere to the Policy. This Policy began the shift in transportation planning in our region – moving from predominately auto-focused roadway designs to creating a multimodal transportation system that includes pedestrian, bicycle, and transit amenities when possible.

A complete street is defined in the EMPO Policy as:

“roadways designed to safely and comfortably accommodate all users, including but not limited to motorists, bicyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. ‘All users’ includes people of all ages and abilities.”

The transportation planning process is ever changing. With input from the Citizen Advisory Committee (CAC) and Local Public Agencies (LPAs), the Goals and Objectives that guide the Metropolitan Transportation Plan (MTP) have shifted to a more inclusive approach to transportation. The most recent MTP, the MTP 2045 adopted in 2019, has a new set of Goals and Objectives for the transportation network to ensure it will accommodate all users when possible.

The Call for Projects presents an opportunity for the EMPO to coordinate with LPAs to increase mobility options in the planning area. Project prioritization and selection will be guided by the Goals and Objectives set forth in the MTP 2045.

Quality of Life & Health	Economic Vitality	Environment	Safety & Security
<p>Goal: Provide a variety of transportation options for all residents to improve connectivity and enhance quality of life, community health and transportation equity.</p> <ul style="list-style-type: none"> • Increase the availability of bicycle and pedestrian facilities and transit services to provide better connections between residential areas, workplaces, schools, shopping, parks/recreational facilities and other services. • Provide travel time reliability to ensure the most efficient use of time for commuters. 	<p>Goal: Increase the economic vitality of the region to support mobility options, employment access and freight movement efficiency.</p> <ul style="list-style-type: none"> • Increase the availability of bicycle and pedestrian facilities to improve job access for residents, while also serving as an economic catalyst. • Expand transit service area and increase efficiencies to ensure better access to jobs and places of business. • Provide travel time reliability to ensure the on-time delivery of goods and services. • Prioritize transportation projects that support compact growth. 	<p>Goal: Develop a transportation system that minimizes environmental impacts and preserves or enhances natural resources, air quality and water quality.</p> <ul style="list-style-type: none"> • Increase access to alternative transportation options to reduce vehicular emissions and meet EPA standards. • Prioritize projects that incorporate green infrastructure components to reduce or mitigate stormwater impacts. 	<p>Goal: Improve the safety and security of the transportation system for all users.</p> <ul style="list-style-type: none"> • Prioritize projects that reduce serious injuries and fatalities to ensure a safe and secure roadway network for all users. • Maintain and monitor roadway conditions to preserve the investment in existing transportation systems. • Maintain a state of good repair for transit vehicles and facilities to ensure a safe and secure transit system.

About the Call

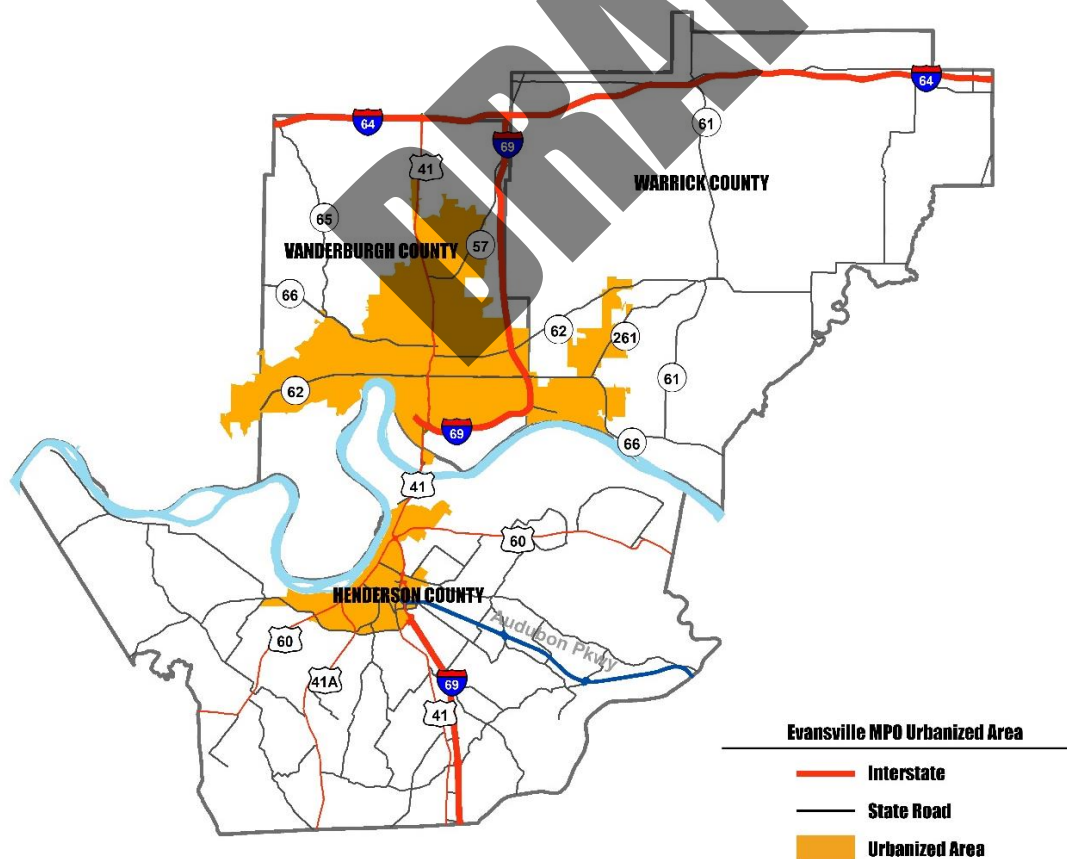
The Call for Projects is a competitive process that, if awarded, will fund the federal portion of local transportation projects. The EMPO is responsible for reviewing and prioritizing eligible applications that fall within the EMPO urbanized area.

The EMPO in coordination with the Indiana Department of Transportation (INDOT), Kentucky Transportation Cabinet (KYTC) and the Federal Highway Administration (FHWA) will ensure that any submitted application meets federal eligibility requirements. Once the EMPO has confirmed eligibility and awarded funds to LPAs, INDOT and KYTC will administer funds and all subsequent project management aspects (e.g. engineering design reviews, contract bids, contract awards, etc.). LPAs will be required to participate in quarterly project update meetings with INDOT, KYTC, EMPO and project consultants.

All project applications must be submitted to Erin Schriefer at the EMPO no later than **July 27, 2022**.

Who Can Apply?

Eligible applicants include local jurisdictions within the urbanized area in Vanderburgh and Warrick counties in Indiana and in Henderson County in Kentucky.



2025 and Beyond Notice of Funding Availability for Kentucky LPAs; 2028 and Beyond Notice of Funding Availability for Indiana LPAs
EMPO CY 2022 Call for Projects: Reference Guide page 2

Eligible Projects

Eligible projects include transportation projects within the urbanized area that will be constructed/implemented in FY 2025 and beyond in Kentucky and FY 2028 in Indiana and beyond by an eligible applicant. The EMPO seeks to award funding from the following federal programs:

- Surface Transportation Block Grant (STBG)
- Transportation Alternatives
- Congestion Management and Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Carbon Reduction Program (CRP)¹

Project applications may include bridges, bicycle and pedestrian projects, public transportation, roadway capacity, operations, management, preservation and safety, and projects that may reduce greenhouse gases from transportation. Please contact the EMPO if there are questions about specific project eligibility.

Limitations

The following funding limitations will be applied to each call for projects application requesting EMPO allocated funding:

1. No more than 80% of a project's eligible costs will be covered, which in turn requires a minimum of a 20% local match to be paid by the applicant.
2. Funding will be provided at the amount shown on each application. Applicants should make sure their cost estimates are sufficient to cover the cost of the activities shown in their application.
3. Preliminary Engineering (PE) and Right-of-Way (ROW) 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.
4. The EMPO will be a participant in the RFP, consultant selection, and contract negotiation process for all projects that are approved for Preliminary Engineering and/or Construction Engineering/Inspection funding through EMPO-allocated funds.
5. If federal funds are to be used for Construction Inspection activities, it is advised that the selected Construction Engineering/Inspection consultant shall not be associated with the preparation of the project construction plans or construction contract bid documents.

¹ The [Carbon Reduction Program](#) (link) is a new funding source outlined in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill, that targets the reduction of greenhouse gas emissions from transportation.

Application Process

The EMPO has adopted the following process for soliciting, reviewing, and prioritizing projects funded with EMPO-allocated funds. The EMPO staff reviews and revises the scoring process for these funds as necessary in order to effectively implement the program goals and comply with INDOT, KYTC and FHWA program requirements.

1. The EMPO staff will distribute a “Call for Projects” notification to area LPAs and the EMPO Technical and Policy Committees. Additionally, the application and procedures will be available on the EMPO’s website (www.evansvillempo.com) with a submission deadline and a directive to contact the EMPO for any questions regarding the application process.
2. Eligible LPAs are required to submit completed project applications to the EMPO by the deadline specified in the Call for Projects.
3. EMPO staff reviews applications submitted by the deadline for completeness and consults with project applicants to clarify any outstanding issues or omitted data. This initial consultation and review screens projects that are anticipated as eligible for funding from those that do not meet eligibility.
4. Projects that meet eligibility requirements are analyzed by EMPO staff to determine the expected benefits and impact to the existing transportation network.
5. Upon eligibility confirmation from EMPO, projects are prioritized by staff according to the adopted EMPO project prioritization process. The project list with prioritization results are then presented to the EMPO Technical and Policy Committees for project selection.
6. Once projects have been selected, EMPO staff advises the LPA to continue the project development process and request TIP/STIP inclusion.

Application Details

The EMPO project application contains eight sections that are to be completed by all applicants.

Section 1: Local Public Agency Information: This section contains basic questions about LPA contact and Employee in Responsible Charge (ERC)² certification information. An ERC is a designated employee who is responsible for ensuring the compliance of all state and federal-aid regulations related to the project development and construction of locally administered projects.

An LPA must be Title VI and ADA compliant to be eligible to receive federal funds. INDOT³ and KYTC⁴ are responsible for monitoring subrecipients to ensure compliance and must ensure communities are actively addressing deficiencies and demonstrating good faith efforts in their compliance with Title VI. Information regarding the LPA’s Title VI Plan and ADA Transition Plans, or Compliance Letters showing that the LPA is in compliance are required with this application. If these are posted on an LPA’s website, a link to these documents will suffice. If not, the document can be submitted with the application as an attachment.

² [INDOT ERC Program](#)

³ [INDOT LPA Guidance Manual](#)

⁴ [KYTC LPA Project Administration](#)

Section 2.1, 2.2 and 2.3: Project Information: This is a three-part section and it is NOT required that each LPA fill out all three parts. The sections are broken down by mode: roadway/complete streets projects, standalone bicycle/pedestrian/greenway projects, and transit projects. Applicants only need to fill out the section that best describes the project.

<p>Section 2.1: Roadway/Complete Streets Projects:</p>	<p>This section is for any project that will be completed on a roadway affecting motor vehicle travel. There is no need to fill out Section 2.2 separately for any bicycle or pedestrian amenities that are included with roadway projects.</p>	<p style="text-align: center;">Example Projects</p> <ul style="list-style-type: none"> • Any roadway project • Any roadway project incorporating complete streets elements, such as on-street bicycle lanes, ADA curb ramp and sidewalk improvements, or sidewalk/sidepath inclusion. • Non-roadway infrastructure improvements, such as signal timing projects or equipment upgrades
<p>Section 2.2: Standalone Bicycle/Pedestrian Greenway Projects:</p>	<p>This section is for any bicycle or pedestrian project that is being completed without any changes or enhancements to a roadway affecting motor vehicle travel.</p>	<p style="text-align: center;">Example Projects</p> <ul style="list-style-type: none"> • New greenway segments • Separated trail/path or sidewalk/sidepath development • Safe Route to School (SRTS) projects
<p>Section 2.3: Transit Projects:</p>	<p>This section is for transit providers only. If applying for a new vehicle purchase, additional information is required in the “Bus Purchase Only” section.</p>	<p style="text-align: center;">Example Projects</p> <ul style="list-style-type: none"> • New transit service • System or service expansion • Fare subsidies • New vehicles

Section 3: Local Support: Projects that are consistent with local, regional or state planning documents will receive additional points. The EMPO follows the 3C planning process derived from the Federal-Aid Highway Act of 1962 to ensure a continuing, comprehensive and cooperative planning process. This helps the EMPO and its state and local planning partners achieve shared goals for the transportation system. Therefore, projects will receive additional points if they are included in any of the following planning documents:

- Metropolitan Transportation Plan 2045 (MTP 2045)
- METS Comprehensive Operations Analysis (COA)
- Bicycle and pedestrian plans
- Regional Pavement Management Systems plans
- Bridge Management System Plan
- Local comprehensive plans
- ADA Transition Plans
- Safe Routes to School plans
- Green infrastructure plans
- Climate Action Plans
- Safety Action Plans
- Other local planning documents that demonstrate a sound planning process

Section 4: Project Readiness/Phases Complete: The EMPO will look at project readiness as a way to award bonus points to a project. All professional services leading to federally funded construction must be performed by INDOT or KYTC prequalified consultants. The Federal Uniform Relocation Assistance and Acquisition Policies Act applies to any right-of-way acquisition or relocation activities that are undertaken after there is any anticipation or intent to use federal funds on any phase of a project.

Section 5: Purpose and Need: Purpose and need statements are required by INDOT and KYTC as part of the NEPA process, and the EMPO is now asking for this during the Call for Projects. The purpose and need statement explains why a project is being developed and outlines the problem(s) and goal(s) of a transportation facility. It does not address the recommended alternative. Purpose and need can be summarized as:

<p>Purpose:</p>	<p>The purpose statement defines the goals and objectives that should be included as part of a successful solution to the problem. It is a broad statement of the primary intended transportation result and other related objectives supported by the identified needs. It is not the scope of work, but the goals of the project.</p> <p><i>Appropriate, consistent purpose example: The purpose of the project is to reduce congestion and improve mobility on Road A between the intersections of Street Y and Street Z. (This is a good example as the statement is consistent with the need statement, focusing on the same transportation-related problems or deficiencies.)</i></p> <p><i>Not a purpose statement: The purpose of the project is to widen the two-lane road to four lanes to relieve congestion. (In this example, widening the two-lane road to four lanes is not the purpose, but rather one alternative for accomplishing the true purpose of relieving congestion.)</i></p> <p><i>Not a purpose statement: The purpose of the project is to improve traffic mobility in Evansville. (This example is overly broad because there could be an infinite number of alternatives.)</i></p>
<p>Need:</p>	<p>The need statement is a detailed explanation of the specific or multiple transportation problems or deficiencies that exist, or that are expected to exist in the future. It should provide measurable objectives or specifications for evaluating alternatives.</p> <p><i>Example: The project is needed because the capacity of Road A between the intersections of Street Y and Street Z is (a) inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility and a Level of Service 'F', and (b) does not meet current design standards as the travel lanes are too narrow and there are no shoulders.</i></p>

The following list is not intended to be all-inclusive, but demonstrates common types of problems or deficiencies and includes a general description of the types of supporting facts and data appropriate for those problems and deficiencies.

- **Safety:** Describe the crash history, relating the history to similar roadways, as appropriate. Identify any design or operational issues leading to safety problems, such as vehicles having to make unprotected left turns.
- **Congestion and/or mobility:** Discuss the capacity of the existing facility and its ability to meet current and future traffic volumes. Provide historical, present and projected traffic volumes and levels of service. Describe any trends in land use and population leading to congestion.
- **Failure to meet current design standards:** Explain the existing roadway and the ways it does not meet current design standards, such as load limit, geometrics, lack of turning lanes, etc.
- **System connectivity:** Explain how the existing transportation system within the project area connects with other facilities. Identify any connectivity problems.
- **Law/policy:** Identify any federal, state or local governmental mandate or policy requiring the project, if applicable.

Section 6: Project Details: This section consists of three questions that will demonstrate the type of project that is being applied for as well as any bicycle, pedestrian and/or transit amenities that are being included. These questions will help EMPO staff in determining awardable points to projects, and demonstrate to LPAs examples of project types and amenities that can be eligible for federal funding.

Section 7: Project Budget: The project budget table is intended to give a realistic cost estimate for the project. Once the total estimated cost for each phase is entered and the percent of local match is selected, the amount of local funding match and federal funding needed will be automatically calculated. Cost estimates may be provided for Preliminary Engineering, Right of Way, Utilities, Construction, Contingency, and Construction Engineering/Inspection.

Keep in mind:

- 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. If Preliminary Engineering and/or Right of Way funding is programmed, the jurisdiction must bear the initial expenditures of the project, and receive reimbursement for eligible expenditures.
- The EMPO will be a participant in the RFP, consultant selection, and contract negotiation process for all projects that are approved for Preliminary Engineering and/or Construction Engineering/Inspection funding through EMPO allocated funds.
- It is advised that neither consultants nor subconsultants who prepare engineering construction plans or construction contract bid documents for a project programmed for EMPO Construction Engineering/Inspection funding shall be associated with construction inspection activities for plans or bid documents they prepared.

The EMPO is also requesting that a source for the cost estimates be provided.

For transit bus purchases, use “D. Construction” line only.

Section 8: Certification and Letter of Financial Support: This section includes statements that must be signed off on by the applying ERC in order to be eligible for funding.

The LPA must submit a Financial Commitment Letter on the LPA's letterhead, signed by the fiduciary body of the LPA, containing the amount and year of expenditure of the LPA project match. The following are example language for Indiana, Kentucky, and transit projects. Information in [brackets] should be provided by the LPA, along with any supporting information as necessary.

Sample financial commitment wording for a project in Indiana:

The purpose of this letter is to commit [LPA] to fund the [project name] project. If selected for funding through the EMPO call for projects process, and in order to secure the eligible federal funds, the [LPA] commits (budgetary) to fund 100% of the development costs and a non-federal funding 20% match of construction costs consistent with the project funding sheet in the EMPO Call for Projects application. The [LPA] commits to provide all other financial resources necessary to complete the project including costs that overrun those presented in the project funding sheet in the application. Additional eligible federal funding may be obligated if through the Quarterly Project Update process an eligible need is identified and the funds are available.

The local contribution/match will be available concurrent with the project authorization and in accordance with the FHWA and INDOT requirements. The [LPA] is aware that all federal funded projects shall comply to requirements included in the INDOT LPA Guidance Document and LPA Invoice Voucher process.

Sample financial commitment wording for a project in Kentucky:

The purpose of this letter is to commit [LPA] to fund the [project name] project. If selected for funding through the EMPO call for projects process, and in order to secure the eligible federal funds, the [LPA] commits (budgetary) to a non-federal funding 20% match of project costs consistent with the project funding sheet in the EMPO Call for Projects application. The [LPA] commits to provide all other financial resources necessary to complete the project including costs that overrun those presented in the project funding sheet in the application. Additional eligible federal funding may be obligated if through the project coordination team meeting process an eligible need is identified and the funds are available.

The local contribution/match will be available concurrent with the project authorization and in accordance with the FHWA and KYTC requirements. The [LPA] is aware that all federal funded projects shall comply to requirements included in the KYTC LPA Guide and Office of Local Programs Reimbursement Request process.

Sample financial commitment wording for a Transit project:

The purpose of this letter is to commit [Transit Agency] to fund the [project name] project. If selected for funding through the EMPO call for projects process, and in order to secure the eligible federal funds, the [Transit Agency] commits (budgetary) to a non-federal funding 20% match of project costs consistent with the project funding sheet in the EMPO Call for Projects application. The [Transit Agency] commits to provide all other financial resources necessary to complete the project including costs that overrun those presented in the project funding sheet in the application. Additional eligible

federal funding may be obligated if through the project coordination team meeting process an eligible need is identified and the funds are available.

The local contribution/match will be available concurrent with the project authorization and in accordance with the FTA requirements.

Prioritization Process

The prioritization process used for evaluating received applications is based on the goals and objectives from the MTP 2045. The EMPO will review and analyze all projects based on the following factors:

Local Support/Consistency with Plans		
Measure	Metric	Possible Points
Is the project consistent with or included in local, state or other	Yes	5
	No	-5
Project Readiness/Phases Complete		
Measure	Metric	Possible Points
Phases complete:	NEPA Documents Submitted/Approved	5
	Final Design Complete	5
	Preliminary Design Complete	5
	Partial ROW Acquired	3
	All ROW Acquired	5
	Portion of Construction	5
	None	0
Quality of Life		
Measure	Metric	Possible Points
Added bicycle/pedestrian facilities	Bicycle AND Pedestrian	5
	Bicycle OR Pedestrian	3
	No Bicycle or Pedestrian	0
Separated bicycle/pedestrian facility	Yes	5
	No	0
Connects to existing/planned bicycle or pedestrian facility	Yes	5
	No	0
Accessibility improvements	New sidewalks or bus shelters	5
	Existing sidewalk improvements with ADA ramps or	3
	ADA ramps only	1
Volume-to-Capacity Ratio	Decrease in V/C ratio by $\geq .05$	5
	Decrease in V/C ratio by .025 - .049	3
	Decrease in V/C ratio by .01 - .024	1
	Maintain or increase in V/C ratio	0
Travel Time Index	Decrease in TTI by $\geq .05$	5
	Decrease in TTI by .025 - .049	3
	Decrease in TTI by .01 - .024	1
	Maintain or increase in TTI	0

Economic Vitality		
Measure	Metric	Possible Points
Population density within ½ mile	>2,000 people per sq mi	5
	1,000 – 2,000 people per sq mi	3
	<1,000 people per sq mi	1
Employment density within ½ mile	>1,000 jobs per sq mi	5
	500 – 1,000 jobs per sq mi	3
	<500 jobs per sq mi	1
Environment		
Measure	Metric	Possible Points
On Congestion Management Process (CMP) Network	Yes	5
	No	0
Green Infrastructure components/plan	Yes	5
	No	0
Transit improvements	New or improved bus route	5
	Bus purchase, new shelter, bus stop improvements	3
	No transit improvements	0
Safety & Security*		
Measure	Metric	Possible Points
Pavement Condition Index (PCI)	Existing PCI of 56-70	5
	Existing PCI of 71-85	3
	Existing PCI of 86-100	1
	N/A	0
Transit equipment and facility replacement or rehabilitation	ULB exceeded 5+ years or TERM 3 or less	5
	ULB exceeded 3-5 years or TERM 4	3
	ULB exceeded or TERM 5	1
	N/A	0
Icc Index/Crash Rate	Icc index/crash rate ≥ 2.00	5
	Icc index/crash rate of 1.60 – 1.99	3
	Icc index/crash rate of .01 - 1.59	1
	Negative Icc index/crash rate	0
Equity		
Measure	Metric	Possible Points
Title VI and non-discrimination populations	Minority population >15% within ½ mi	2
	Minority population 10% - 15% within ½ mi	1
	Minority population <10% within ½ mi	0
	Population below poverty >20% within ½ mi	2
	Population below poverty 10% - 20% within ½ mi	1
	Population below poverty <10% within ½ mi	0
	Households with 0 vehicles >8% within ½ mi	2
	Households with 0 vehicles 5% - 8% within ½ mi	1
Households with 0 vehicles <5% within ½ mi	0	

*Bridge applications will be reviewed following the INDOT LPA program guidelines.

COMPLETE STREETS POLICY

MARCH 2012

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EVANSVILLE METROPOLITAN PLANNING ORGANIZATION

E

EMPO COMPLETE STREETS POLICY

RESOLUTION COMPLETE STREETS NO. 12-01

A RESOLUTION APPROVING A COMPLETE STREETS POLICY AS PRESENTED TO THE POLICY COMMITTEE OF THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION ON MARCH 1, 2012

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. 1603(a) (Federal Transit planning requirements) in the Evansville Urbanized Area; and

WHEREAS, it is the intent of the Evansville Metropolitan Planning Organization to establish a Complete Streets Policy so that roads may be designed and built to accommodate all users including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders, regardless of age and ability; and


WHEREAS, the Evansville Metropolitan Planning Organization has included the development of a multi-modal transportation network in the Vision Statement of the Long Range Transportation Plan; and

WHEREAS, the Evansville Metropolitan Planning Organization's Transportation Improvement Program identifies implementation of capital improvements within the planning areas of Vanderburgh, Warrick and Henderson Counties; and

WHEREAS, the technical expertise provided by the Evansville Metropolitan Planning Organization's Technical Committee and active public participation process as outlined in the Public Participation Plan can ensure that investment in transportation infrastructure address the needs of all roadway users.

NOW, THEREFORE, BE IT RESOLVED, that the Evansville Metropolitan Planning Organization hereby approves the Complete Streets Policy herein attached.

ADOPTED by the Policy Committee of the Evansville Metropolitan Planning Organization on this 1st day of March, 2012.


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

Complete Streets Policy

Evansville Metropolitan Planning Organization

A. BACKGROUND

The Evansville Metropolitan Planning Organization (MPO) supports the creation of a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. The local jurisdictions in the MPO have constructed numerous projects that provide this accessibility. These projects include; Outer Lincoln Avenue with shoulders for biking in Warrick County, expanded trail systems in Henderson, Newburgh, and Evansville, a Road Diet on Lincoln Avenue in Evansville, and the reconstruction of Oak Hill Road as a complete street in Evansville.

This Complete Streets Policy builds upon these efforts and promotes a multimodal transportation system that is integrated with sustainable land use developments. Its main objective is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

Building complete streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. It will encourage economic growth and stability while increasing property values. It will ensure job growth, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options. Secondly, integrating sidewalks, bike facilities, transit amenities, or safe crossings into the initial design of a project spares the expense and complications of retrofits later.

B. DEFINITION

Complete streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. "All users" includes people of all ages and abilities.

C. VISION AND PURPOSE

The desired outcome of the Complete Streets Policy is to create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone.

The goals of this Complete Streets policy are:

- 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.

D. POLICY

- The Evansville MPO will promote the complete streets concept throughout the region and, therefore, recommends that all local jurisdictions adopt a comprehensive complete streets policy.
- The Evansville MPO requires that all local projects receiving MPO allocated federal funding adhere to this policy. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

1. Applicability

This Complete Streets Policy applies to new construction and reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways and other transportation facilities that will use Federal funds through the Evansville MPO for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering.

2. Requirements

- a. Designs shall consider accommodations for all users and be sensitive to the context of the project setting. It is important to note that complete streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting. Also, when re-striping projects are considered, where the right-of-way will not change, options such as bike lanes, sharrows, and pedestrian crosswalks could still be implemented.
- b. Each project shall use the most appropriate design standards and procedures. However, the Local Public Agency (LPA) shall retain the design decision authority over its projects.
- c. Project sponsors shall fill out the appropriate project application and provide the completed form to the Evansville MPO. MPO application forms will be revised to include complete streets information.
- d. LPAs should coordinate their projects with adjacent LPAs to ensure consistency of facilities.
- e. Logical termini should be chosen to include connections through “pinch points,” such as overpasses, railroad crossings, and bridges. Logical termini should not be chosen so that the project ends before such a “pinch point” unless there is a compelling reason to do so.
- f. Every project shall involve the local transit agency in the project development process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided.
- g. Public transit facilities shall be designed with the goals of complete streets in mind by including bicycle and pedestrian connections. Additional facilities such as benches and bike parking should be considered where appropriate.
- h. Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk).

3. Recommendations

- a. Local Public Agencies are encouraged to view all transportation improvements as opportunities to create safer, more accessible streets for all users.
- b. If the project serves a destination point, such as a school, recreational facility, shopping center, hospital, or office complex, the project shall provide the opportunity for the destination to have access to the project's pedestrian and bicycle facilities.
- c. Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.
- d. When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.
- e. Traffic-calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where safe and appropriate.
- f. Project sponsors should consider including street trees and landscape components, with careful analysis of tree, site, and design considerations.
- g. Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
- h. Each local community should regularly update its project design standards and procedures and train its staff to adhere to them.
- i. Local governments are encouraged to adopt Complete Streets Policies consistent with this regional policy and federal and state design standards. State governments should work with the local Metropolitan Planning Organizations to ensure consistency in policies at the state, regional and local level.

E. PROCESS

1. Call for Projects

In response to an MPO issued Call for Projects that seek to use federal funding and to be programmed in the Transportation Improvement Program, the LPA shall submit a Project Application with the following information to the Evansville MPO:

- a. a detailed project description (e.g. project scope, reconstruction/new construction, vehicular elements, non-vehicular elements);
- b. the intent for the project to be Complete Streets Compliant or to seek a Complete Streets Exemption;
- c. project phases and key milestones;
- d. anticipated costs for design, rights-of-way acquisition, construction, and construction inspection;
- e. amount of federal funding requested by phase (e.g. preliminary engineering, rights of way, construction, construction inspection);
- f. anticipated project schedule, from design initiation to construction letting;
- g. the Employee in Responsible Charge (ERC) .

If certain information required above is not yet known at the time of the Project Description submittal, the LPA shall provide general details on the required submittal information, but shall state, “specific information has not yet been determined”.

2. Project Review and Approval

Evansville MPO staff will perform an initial screening of new requests and will be available to the applicant to discuss concerns and provide compliance guidance. Because of the flexibility of the policy and the variety of approaches that a sponsor may take to complete a street, MPO staff, as stewards of the Complete Streets Policy, will work with the project sponsor throughout the project development to find an acceptable solution for both parties. A Complete Streets Guidance Document will be developed to provide additional assistance. Project descriptions, including a Complete Streets compliance assessment, will be reviewed by the Technical Advisory Committee prior to being submitted to the Policy Committee for their consideration to adopt into the TIP. The Policy Committee shall certify by resolution that relevant projects identified in the TIP are Complete Streets compliant unless a project receives an exemption under certain circumstances.

3. LPA Quarterly Project Tracking

Once a project is programmed into the adopted TIP, the Local Public Agency shall fulfill the scope of work as detailed in the approved Project Description. Quarterly project tracking will maintain current information of issues identified, significant accomplishments since the initial Project Description submittal or last quarterly report, new details on project implementation, and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the Project Description.

4. Project Description Change

The LPA shall report to the Evansville MPO immediately if a significant change to the roadway project is warranted, especially any change that affects the project’s accommodations for one of the users of the corridor. The Policy Committee will review the requested change(s) to the project and determine if the change(s) affects the intent (as detailed by the most recently approved Project Description) to be Complete Streets compliant, Complete Streets exempt, or Complete Streets noncompliant. If the changes significantly affect the intent the Policy Committee shall certify a revised Project Description and determine the roadway project’s standing to be Complete Streets compliant or Complete Streets exempt. If a capital roadway project is determined to be Complete Streets noncompliant the Policy Committee shall consider removing the project from the Transportation Improvement Program until such time that the project can be brought back into compliance with the Complete Streets Policy. If the changes do not significantly affect the intent then no action by the Policy Committee is required.

5. Exemptions

Project sponsors may request an exemption, or re-review, of their projects by the Policy Committee if they cannot reach an agreement with MPO staff. Instead of an exemption, the Policy Committee may also suggest an alternative accommodation. The Policy Committee may allow such an exemption under certain circumstances, including the following:

- a. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);

- b. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
- c. There are extreme right-of-way topographic or natural resource constraints;
- d. The Long Range Transportation Plan's Average Daily Traffic projection is less than 1000 vehicles per day;
- e. When other available means or factors indicate an absence of need presently and in the Long Range Plan;
- f. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;
- g. The project is not a roadway improvement project and/or the Evansville Metropolitan Planning Organization has no programming authority (e.g. State, Transit and other projects).

F. IMPLEMENTATION

Upon approval and adoption of this Complete Streets Policy, it will become part of the Evansville MPO's planning process and project selection for MPO allocated funding. The principles of this policy will also guide the MPO staff in the preparation of the Regional Transportation Plan and other plans it prepares or to which it contributes.

A Complete Streets Guidance Document will be developed to assist project sponsors in developing Complete Streets projects. The Complete Streets Guidance Document will contain design standards and implementation guidance.

G. EVALUATION

The Evansville MPO shall, at a minimum, evaluate this policy and the documents associated with it in conjunction with the Transportation Plan update. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the Policy Committee utilizing its current procedures.

H. PERFORMANCE MEASURES

In order to measure the performance of complete streets planning, a broad look at how the system is serving all users is crucial. The intent of the Complete Streets Policy is to create a safe and effective transportation system that accommodates all users and modes of transportation. Performance measures include:

- Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along streets

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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, 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.

F RED FLAG INVESTIGATION

Discussion of types of potential mitigation activities developed in consultation with federal, state and tribal land management, wildlife and regulatory agencies is required by regulation. 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 MTP.

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. Additionally, the MPO has included minority populations and populations below poverty to the RFI process. While equity is not typically used when conducting Red Flag Investigations, the MPO determined identifying potential conflicts with these population groups was also important. TIP projects using MPO allocated funds have all gone through the RFI process at various stages of project planning and development. Table F.1 lists the 2024-2028 TIP projects and the planning stage at which an RFI was completed.

Table F.1: Red Flag Status

Des #	Road	Limits	Type	RFI completed as part of MTP 2045	RFI completed as part of project development	RFI completed as part of TIP
City of Evansville						
TBD	Third St	Court St to Parrett St	Road Reconstruction	x		
Vanderburgh County						
1802074	Oak Hill Rd	Eastwood Dr to Millersburg Rd	Road Widening (TWLTL)		x	
2002538	Oak Hill Rd	Lynch Rd to St George Rd	Road Widening (TWLTL)		x	
1902794	Boonville Nw Harmony Rd Bridge	Over Tributary of Big Creek	Bridge Replacement		x	
2201250	Wimberg Rd Bridgex	Over Locust Creek	Bridge Replacement		x	
Warrick County						
1802049	Telephone Rd	Bell Rd to Fuquay Rd.	Road Widening (TWLTL)		x	
2002539	Epworth Rd	N of SR 662 to Lincoln Ave	Road Widening (TWLTL)		x	
		Lincoln Ave to S of SR 66	Road Widening/ Added Travel Lanes		x	
2201249	Oak Grove Rd	SR 261 to Anderson Rd	Road Widening (TWLTL)	x		
1802906	Myers Rd Bridge	Over Caney Creek	Bridge Replacement		x	
1902795	Wallace Fork Rd Bridge	Over Little Pigeon Creek	Bridge Replacement		x	
2101750	Hew Harmony Rd	Over tributary of Pigeon Creek	Bridge Deck Replacement		x	
City of Henderson						
TBD	Van Wyk Rd	5th St to I-69 Exit	Road Reconstruction	x		
Henderson County						
N/A						

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Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

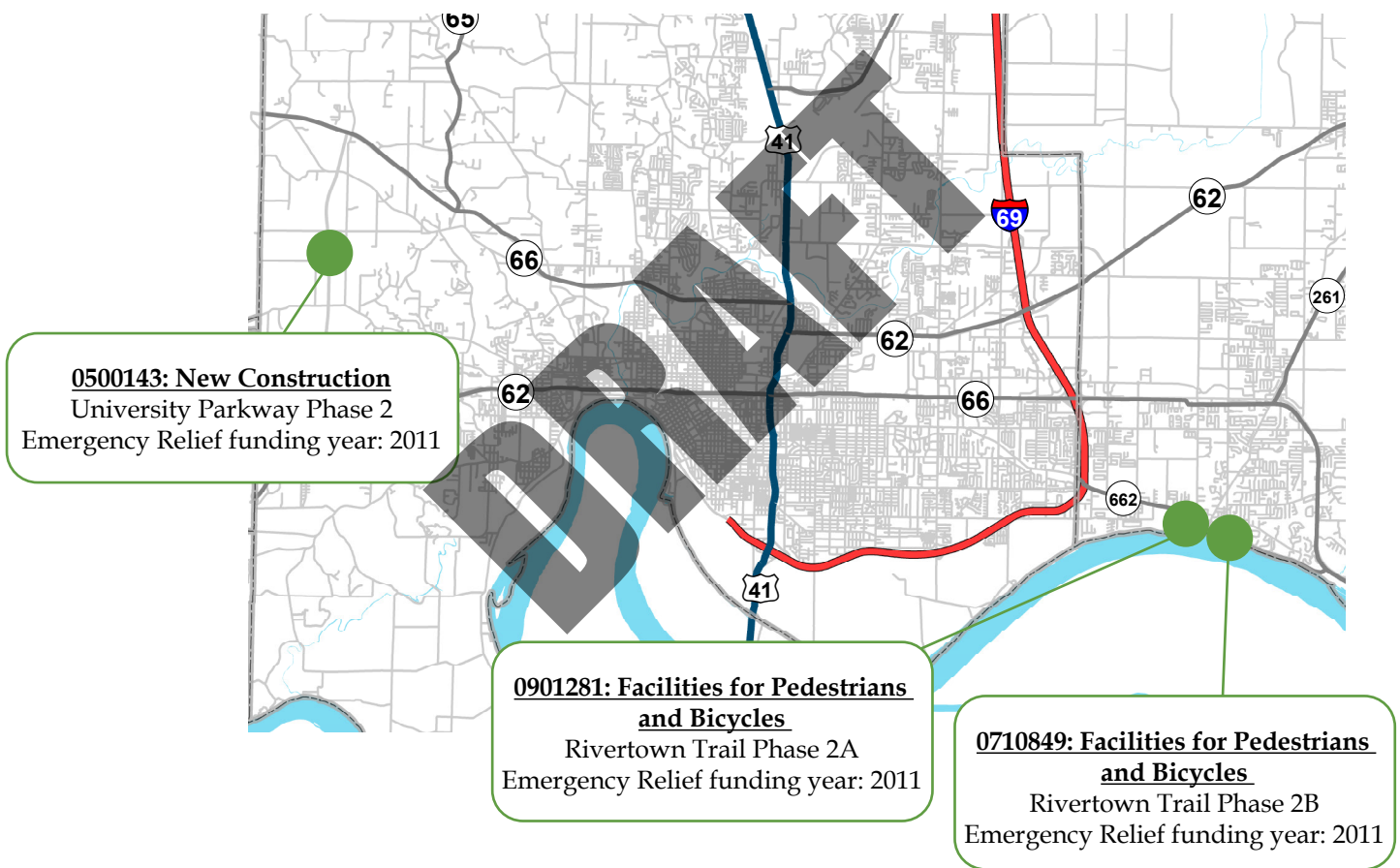
The Emergency Relief program, administered by the U.S. Department of Transportation, provides federal assistance for roads and public transportation systems damaged in a natural disaster. The funding is distributed through the state departments of transportation (DOTs) and can be used for emergency repairs and restoration of local and state facilities to predisaster conditions. Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations of roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events, to determine if there are reasonable alternatives to proposed future work on the facilities. For example, if a bridge has repeatedly washed out during flood conditions, consideration could be given to raising the bridge or installing a spillway as part of a future project.

To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to the transportation infrastructure. The Evansville MPA locations and dates where emergency repairs have taken place are illustrated in Figure G.1. None of the locations noted have had two permanent repairs caused by different emergency events. INDOT, in coordination with the MPO, will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years.

G EMERGENCY EVENTS

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, the INDOT, in coordination with the MPO, will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. Additionally, any projects programmed or amended into the TIP/STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs.

Figure G.1: Emergency Repairs in the Evansville MPA



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TRANSPORTATION IMPROVEMENT PROGRAM
2024 - 2028

for the Evansville-Henderson Urbanized Area

Evansville MPO



Henderson • Vanderburgh • Warrick