

MARCH 10, 2022

MPO Policy Approved

April 20, 2022
comments received
and addressed

*November 10, 2022-
Amended*

March 9, 2023
Amendment (PEAs
and 24 funding)

April 25, 2023
comments addressed



EVANSVILLE MPO FY 2023 & FY 2024 UNIFIED PLANNING WORK PROGRAM

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION

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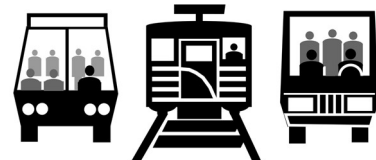
www.evansvillempo.com

ACKNOWLEDGEMENT & DISCLAIMER

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**Federal Highway
Administration**



**Federal Transit
Administration**

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RESOLUTION APPROVING AN AMENDMENT TO
THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
RESOLUTION 2022-UPWP-1

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 metropolitan transportation planning process required by 23 U.S.C. 134 Federal-Aid Highway planning requirements and 49 U.S.C. 1603 (a) (Federal Transit planning requirements) in the Evansville Urbanized Area; and

WHEREAS, Federal Highway Administration and Federal Transit Administration guidelines contained in Federal Register Vol. 58, No. 207, October 28, 1993, revised the planning regulations governing the development of metropolitan planning regulations; and

WHEREAS, the Evansville Metropolitan Planning Organization has developed a Unified Planning Work Program as required under Section 450.314 in consultation with the State and the transit operators; and

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

WHEREAS, the Federal Highway Administration and Federal Transit Administration authorizes the expenditures for planning activities of the Metropolitan Planning Organizations; and

WHEREAS, proposed expenditures for planning activities are contained in the Unified Planning Work Program; and

WHEREAS, the Evansville Metropolitan Planning Organization has complied with the Clean Air Act (CAA) requirements as they pertain to the development and conformity of the FY 2023 & FY 2024 Unified Planning Work Program; and

WHEREAS, Federal Highway Administration and Federal Transit Administration require endorsement by the policy body of the Metropolitan Planning Organization of a Unified Planning Work Program as a prerequisite to expenditure of Federal Highway Administration and Federal Transit Administration planning funds; and

WHEREAS, changes and adjustments resulting from Federal and State agencies in addressing responses to reviewer comments can be made at any time without additional policy committee approval:

BE IT THEREFORE RESOLVED, that the Evansville Metropolitan Planning Organization Policy Committee, at its regular meeting of March 10th, 2022 endorses and approves the FY 2023 & FY 2024 Unified Planning Work Program.



Jack Corn, Jr., Chairman Evansville Metropolitan Planning Organization Policy Committee March 10, 2022

RESOLUTION APPROVING AN AMENDMENT TO
THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
RESOLUTION 2022-UPWP-2

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 metropolitan transportation planning process required by 23 U.S.C. 134 Federal-Aid Highway planning requirements and 49 U.S.C. 1603 (a) (Federal Transit planning requirements) in the Evansville Urbanized Area; and

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WHEREAS, the Federal Highway Administration and Federal Transit Administration authorizes the expenditures for planning activities of the Metropolitan Planning Organizations; and

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WHEREAS, the Evansville Metropolitan Planning Organization has complied with the Clean Air Act (CAA) requirements as they pertain to the development and conformity of the FY 2023 & FY 2024 Unified Planning Work Program; and

WHEREAS, Federal Highway Administration and Federal Transit Administration require endorsement by the policy body of the Metropolitan Planning Organization of a Unified Planning Work Program as a prerequisite to expenditure of Federal Highway Administration and Federal Transit Administration planning funds; and

WHEREAS, the new IIJA Bipartisan Infrastructure Law requires that 2.5% of PL obligations be set aside for use on increasing safe and accessible transportation options.

WHEREAS, changes and adjustments resulting from Federal and State agencies in addressing responses to reviewer comments can be made at any time without additional policy committee approval:

Projects 200 and 500 PL amounts will have 2.5% broken out and coded as "Y410"

BE IT THEREFORE RESOLVED, that the Evansville Metropolitan Planning Organization Policy Committee, at its regular meeting of November 10th, 2022 endorses and approves the FY 2023 & FY 2024 Unified Planning Work Program.



Jack Corn, Jr., Chairman Evansville Metropolitan Planning Organization Policy Committee, November 10, 2022

RESOLUTION APPROVING AN AMENDMENT TO
THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
RESOLUTION 2023-UPWP-1

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 metropolitan transportation planning process required by 23 U.S.C. 134 Federal-Aid Highway planning requirements and 49 U.S.C. 1603 (a) (Federal Transit planning requirements) in the Evansville Urbanized Area; and

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ADDED FUNDING SOURCES TO FY 2024:

IN/PL 5303: Federal \$633,054; Local \$158,264; Total \$791,318

Y410 (2.5%): Federal \$13,487; Local \$0; Total \$13,487

IN HSIP 100%: Federal \$100,000; Local \$0; Total \$100,000

IN STBG-Software- Federal \$20,656; Local \$5,164; Total \$25,820

IN STBG-Pavement: Federal \$183,200; Local \$45,800; Total \$229,000

SPR: Federal \$43,904; State \$2,160; Local \$8,816; Total \$54,880

IN SPR Traffic Counts: Federal \$40,000; State \$10,000; Total \$50,000

KY FTA 5303: Federal \$10,000; Local \$2,500; Total \$12,500

KY FTA 5307: Federal \$10,000; Local \$2,500; Total \$12,500

IN FTA 5307: Federal \$10,000; Local \$2,500; Total \$12,500

FTA Section 5310: Federal \$35,689; Local \$0; Total \$35,689

KY PL Funds: Federal \$74,400; State \$4,650; Local \$13,950; Total \$93,000

KY PL Discretionary: Federal \$44,800; Local 11,200; Total \$56,000

Added 600.4 Project 4- Regional Pavement Management System

BE IT THEREFORE RESOLVED, that the Evansville Metropolitan Planning Organization Policy Committee, at its regular meeting of March 9th, 2023 endorses and approves the FY 2023 & FY 2024 Unified Planning Work Program.

A handwritten signature in black ink, reading "Jack Corn Jr", written over a horizontal line.

Jack Corn, Jr., Chairman Evansville Metropolitan Planning Organization Policy Committee, March 9, 2023

ACKNOWLEDGEMENTS

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

Mr. Jack Corn, Jr.	Chairperson, Evansville City Council Appointment
Mr. Rusty Fowler	Vice-Chairperson, Indiana Department of Transportation
Mr. Lloyd Winnecke.	Mayor, City of Evansville (TR)
Ms. Christy Powell.....	Newburgh Town Manager
Mr. William “Buzzy” Newman.....	Henderson City Manager
Mr. Ben Shoulders.....	Vanderburgh County Commissioner
Mr. Ron Beane.....	Evansville City Council
Ms. Jill Hahn	Vanderburgh County Council
Mr. Dan Saylor.....	Warrick County Commission
Mr. William Hubiak	Henderson County Appointment
Ms. Deneatra Henderson	Kentucky Transportation Cabinet
Mr. Ron Beane.....	Vanderburgh County Commission Appointment
Mr. Todd M. Robertson	City of Evansville Mayoral Appointment (TR)
Mr. Joe McGuinness.....	Indiana Department of Transportation (NV)
Mr. Jermaine Hannon	Indiana Federal Highway Administration (NV)
Ms. Karstin Carmany-George	Indiana Federal Highway Administration (NV)
Mr. Shawn Seals	Indiana Department of Environmental Management (NV)
Ms. Kelley Brookins	Federal Transit Administration Region V (NV)
Ms. Cecilia Crenshaw-Godfrey	Federal Transit Administration Region V (Proxy-NV)
Mr. Todd A. Jeter	Kentucky Federal Highway Administration (NV)
Mr. John Ballantyne	Kentucky Federal Highway Administration (Proxy-NV)
Mr. Jim Gray	Kentucky Transportation Cabinet (NV)
Mr. Mikael Pelfrey.....	Kentucky Transportation Cabinet (Proxy-NV)
Vacant	Kentucky Division of Air Quality (NV)

(NV) = Non-voting

(TR) = Transit representative

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION STAFF

Mr. Seyed Shokouhzadeh.....	Executive Director
Ms. Pamela Drach	Deputy Director, Chief Transportation Planner
Ms. Kari Akin	Finance Officer
Mr. Amir Varshochi	Transportation Planner: Environmental/Rural
Ms. Brooke Vorbeck.....	Transportation Engineer: GIS/Freight/Land Use
Ms. Erin Schriefer.....	Senior Transportation Planner: Non-motorized/Public Outreach
Mr. Xinbo Mi	Transportation Engineer: Travel Demand Modeling/GIS
Mr. Matt Schriefer.....	Senior Transportation Planner: Public Transportation (Transit)
Mr. Lorenzo Marsh	Transportation Technician
Ms. Laura Lamb.....	Part-Time Staff

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE

Mr. Greg Wathen..... Chairperson, Evansville Regional Economic Partnership

Mr. Nate Hahn.....Vice-Chairperson, Evansville Regional Airport

The following organizations are represented on the Technical Committee:

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

INTRODUCTION:

WHAT IS A UNIFIED PLANNING WORK PROGRAM (UPWP)?

23 CFR 420.111 Funding for transportation planning and unified planning work programs.

(a) Proposed use of FHWA planning and research funds must be documented by the State DOTs and sub-recipients in a work program, or other document that describes the work to be accomplished, that is acceptable to the FHWA Division Administrator. Statewide, metropolitan, other transportation planning activities, and transportation RD&T activities may be documented in separate programs, paired in various combinations, or brought together as a single work program. The expenditure of PL funds for transportation planning outside of metropolitan planning areas under §420.109(d) may be included in the work program for statewide transportation planning activities or in a separate work program submitted by the State DOT.

(b)(1) A work program(s) for transportation planning activities must include a description of work to be accomplished and cost estimates by activity or task. In addition, each work program must include a summary that shows:

- (i) Federal share by type of fund;
- (ii) Matching rate by type of fund;
- (iii) State and/or local matching share; and
- (iv) Other State or local funds.

(2) Additional information on metropolitan planning area work programs is contained in 23 CFR part 450. Additional information on RD&T work program content and format is contained in subpart B of this part.

(c) In areas not designated as TMAs, a simplified statement of work that describes who will perform the work and the work that will be accomplished using Federal funds may be used in lieu of a work program. If a simplified statement of work is used, it may be submitted separately or as part of the Statewide planning work program.

(d) The State DOTs that use separate Federal-aid projects in accordance with paragraph (a) of this section must submit an overall summary that identifies the amounts and sources of FHWA planning and research funds available, matching funds, and the amounts budgeted for each activity (e.g., statewide planning, RD&T, each metropolitan area, contributions to NCHRP and transportation pooled fund studies, etc.).

(e) The State DOTs and MPOs also are encouraged to include cost estimates for transportation planning, research, development, and technology transfer related activities funded with other Federal or State and/or local funds; particularly for producing the FHWA-required data specified in paragraph (b) of §420.105, for planning for other transportation modes, and for air quality planning activities in areas designated as non-attainment for transportation-related pollutants in their work programs. The MPOs in TMAs must include such information in their work programs. (The information collection requirements in §§420.111 have been approved by the OMB and assigned control numbers 2125-0039 for States and 2132-0529 for MPOs.)

WHAT ARE THE PLANNING FACTORS?

23 CFR 450.306 (b) (1-10) Scope of the metropolitan transportation planning process.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

WHAT ARE THE LIVABILITY PRINCIPLES?

1. **Provide more transportation choices** to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health.
2. **Expand location and energy efficient housing choices** for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. **Improve economic competitiveness of neighborhoods** by giving people reliable access to employment centers, educational opportunities, services and other basic needs.
4. **Target federal funding toward existing communities** through transit-oriented and land recycling to revitalize communities, reduce public works costs, and safeguard rural landscapes.
5. **Align federal policies and funding** to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth.
6. **Enhance the unique characteristics of all communities** by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban.

WHAT ARE THE PLANNING EMPHASIS AREAS (PEAS)?

Annually, the Indiana and Kentucky Division Offices of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issue the planning emphasis areas to be addressed in the future Unified Planning Work Programs and State Planning and Research Work Programs of metropolitan planning organizations, the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The purpose of the PEAs is to focus the efforts and provide clarity on implementing the programs of the Fixing America's Surface Transportation Act (FAST Act) and the Title VI program.

The FY 2023 PEAs Indiana & Kentucky:

National Areas of Focus:

- Tackling the Climate Crisis-Transition to a Clean Energy Resilient Future (National)
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

Local Areas of Focus:

- TIP/STIP Process Review
- Metropolitan Planning Area & Urbanized Area Boundaries

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to **coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as** to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, **identify projects and strategies to reduce emissions**, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Equity and Justice40 in Transportation Planning

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure **meaningful** public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan

for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in [Executive Order 13985 \(Advancing Racial Equity and Support for Underserved Communities\)](#) and [Executive Order 14008](#) our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. [The 64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). The FHWA Indiana Division and FTA Region V Office encourage the MPOs and INDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA's, and local agencies can focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMA's before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMA's that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMA's in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. The

FHWA Indiana Division and FTA Region 5 Office encourage INDOT, the MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

TIP/STIP Development and Maintenance

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e. amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT and the MPOs coordinate and work together to jointly **formulate** and implement a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p). **In addition, the FHWA Indiana Division Office and FTA Region V Office strongly encourage INDOT to develop internal procedures for coordination, communication, and documentation regarding project changes that need to be reflected in the TIP/STIP prior to authorization of federal funds. Project cost estimation practices, as well as procedures to address and/or document inflation in the project estimates, should be reviewed in consultation with the MPOs and other stakeholders (as needed).**

Metropolitan Planning Area & Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare updates to the Metropolitan Planning Area Boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. **INDOT and the MPOs should also work together to review any funding programs/allocations that may need to be revised in light of the boundary adjustments.**

NEW LEGISLATION – POST APPROVAL (11-10-22)

Infrastructure Investment and Jobs Act (IIJA) Bipartisan Infrastructure Law:

It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. This law requires 2.5% of PL obligations be set-aside for use on increasing safe and accessible transportation options. This 2.5% line item will be denoted as “Y410.” These projects will be seen in tasks 200 and 500. **In FY 2024, regulations do not require a local match for the 2.5%.**

The FY 2024 PEAs Indiana & Kentucky:

Federal Highway Administration and Federal Transit Administration released a letter dated February 16th, 2023 that the PEAs issued nationally by FHWA and FTA in FY 2023 have not changed for FY 2024, however additional details have been added. In an effort to decrease redundancy, details added are in **bolded brown font**.

TASK 100 ADMINISTRATION / PUBLIC PARTICIPATION

PURPOSE

Administer a continuous, cooperative, and comprehensive metropolitan planning program to ensure that state and local partners maintain eligibility for the use of federal transportation funds to improve area roadways and transit systems. Keep MPO members and partners informed on regional trends and issues and the transportation planning process; engage stakeholders and the public in the development of regional policies; provide opportunities for meaningful input on proposed plans and programs; comply with guidelines of the adopted Public Participation Plan; continue to seek new methods of outreach.

RECENT ACCOMPLISHMENTS

- Administered planning activities adopted in the FY 2021 & FY 2022 UPWP.
- Developed FY 2023 & FY 2024 UPWP.
- Training and Webinars to promote professional growth for MPO staff.
- Evansville MPO Employee Handbook and Policy amendments.
- Compliance Reviews.
- General conference attendance to keep MPO staff informed of new regulations pertinent to their occupation and networking opportunities to brainstorm with other planners throughout the state in the same occupation hosted virtually due to COVID.
- Creation of Limited English Proficiency (LEP) Plans and Spanish translated documents.
- Title VI Programs for Henderson Area Rapid Transit (HART), Metropolitan Evansville Transit System (METS), and EMPO.
- Updated Public Participation Plan (2021).
- Updates to policies and procedures to navigate the challenges of the pandemic.

FY 2023 & FY 2024 ACTIVITIES

- Live streaming and record Policy Meetings.
- Monitor laws and ordinances including MAP-21, the FAST Act, and the Infrastructure Investment and Jobs Act (IIJA).
- Participate in KYTC Statewide Planning meetings & INDOT MPO Councils and working groups for IN & KY.
- Maintain social media, website updates, public notices, media coverage, biannual newsletter and news releases to allow the general public to be “in the know”. Staff will also answer inquiries electronically, through social media, or in person.
- Work with regional, Federal, and State partners to coordinate transportation planning efforts across IN-KY area including transit agencies and adjacent rural planning organizations.
- Follow the Equity and Justice40 in Transportation Planning model by improving infrastructure for non-motorized travel; safety for all road users; reduce air pollution in high volume corridors; offer reduced public transit fares where appropriate; provide and target areas of high concentrations of elderly and poor access to services with a demand response services; consider equitable and sustainable practices when developing transit-oriented development.
- Ensure the transportation planning process is equitable for all users, especially seniors, individuals with a disability, low income households and minority populations.
- Provide documents in other languages as requested.

- Provide Title VI, ADA, and LEP training annually to staff.

FY 2023 & FY 2024 ACTIVITIES CONTINUED

- Administer monthly technical and policy meetings including preparing agendas, minutes, materials, and publicizing the information to citizens.
- Coordinate with INDOT to review any funding programs/allocations that may need to be revised in light of boundary adjustments.
- Complete needed updates to the Title VI and Limited English Proficiency (LEP) plan annually. Determine Environmental Justice and Title VI funding spent in these areas. Ensure that LPAs comply with nondiscrimination requirements and monitor implementation of their Title VI program. Title VI Plan is due to KYTC for review annually on 3/31. In calendar year 2022, complete a full update of the Title VI/LEP Plan, including new demographic data and ensuring all maps and information are current.
- Periodic review of the Participation Plan for effectiveness according to 23 CFR 450.316.
- Evaluate new strategies for the Participation Plan such as incorporate social media as a public involvement tool into the participation plan and add additional virtual public involvement options to ensure a meaningful public involvement in the planning process.
- Integrate virtual public involvement tools into the overall public involvement approach while ensuring continued participation by individuals without access to computers or mobile devices.
- Continue to monitor LPA's Americans with Disabilities Act Transition Plans and other ADA compliance requirements, concentrating on areas around transit facilities, schools, disadvantaged populations, social services, and medical facilities.
- Continue to coordinate with MPOs, advocacy groups and government partners with the E-Scooter/ADA Committee through the statewide MPO Council to determine their potential impacts on the pedestrian environment and ADA compliance.
- Monitor best practices for transportation planning by attending workshops and conferences and by participating in industry associations, including but not limited to Transportation for America, National Academies of Science Transportation Research Board, National Association of Regional Councils, TransCAD, Institute of Transportation Engineers, American Planning Association, and McTrans – University of Florida Transportation Institute.
- Inform the public about federal-aid improvement projects for the area through a monthly project update report at public meetings and through electronic means.
- Cooperatively work with the State DOTs to establish the administrative and technical procedures required to meet federal planning requirements; prepare and review contractual agreements as necessary; participate in MPO meetings; distribute special and annual reports and study documents; review and analyze individual transportation planning projects and studies; and undertake general administrative activities in support of the metropolitan planning program.
- Prepare updates to the FY 2023 & FY 2024 UPWP and amend FY 2024 funding.
- Annual audit performed by the State Board of Accounts to certify that the proper financial procedures are being considered.
- Administer planning grants by submitting reimbursements and tracking funding grants.
- Complete and approve the annual budget and annual Performance and Expenditures report.
- Prepare updates to the Memorandum of Agreement between the MPO, States, and transit and planning agencies to address requirements in the past current transportation bills as applicable.
- Continue to amend the Evansville MPO Employee Handbook policies as needed.

- Monitor and provide technical assistance to LPAs regarding their Title VI programs and implementation plan.
- Develop annual Title VI Goals and Accomplishments Report and add to the appendix of the Title VI Implementation Plan.
- Work with the state in the development of a Mobility Management Network
- Work with the National Center for Mobility Management and Shared-Use Mobility Center on Mobility Management Performance Measures.
- Prepare the FY 2025 & FY 2026 Unified Planning Work Program
- Prepare and submit Federal and State required reports such as the 941, UC-1, W-2s, 1099-MISC, Annual Report, etc.
- Prepare articles and information for the biannual *Evansville MPO Express* Newsletter
- Activities to assist in the FHWA Certification Review and to address any opportunities listed in the report.
- Review the ADA Title II Self-Evaluation and Transition Plan on an annual basis and update as needed.
- Update and maintain various Stakeholder contact lists.
- Attend Title VI trainings

FINAL PRODUCTS

- FY 2022 Annual Performance and Expenditures Completion Report (Oct 2022)
- FY 2023 Annual Performance and Expenditures Completion Report (Oct 2023)
- FY 2022 Annual Audit and CFDA letters to the appropriate agencies (March 2023)
- FY 2023 Annual Audit and CFDA letters (March 2024)
- INDOT, KYTC, and Federal quarterly invoice and progress reports (Quarterly)
- FY 2023 & FY 2024 Unified Planning Work Program amendments (April 2023)
- FY 2024 budget (June 2023)
- FY 2025 budget (June 2024)
- FY 2024 Cost Allocation Plan (Feb. 2023)
- FY 2025 Cost Allocation Plan (Feb. 2024)
- FY 2024 contracts and applications (State, Local, & Federal) (Feb-July 2023)
- FY 2025 contract review and applications (State, Local, & Federal) (Feb-July 2024)
- Quarter/year-end forms: W-2's, 1096, 1099-Misc, Wh-3, W-3, Form 100-R and Annual Report (Jan-Feb.)
- Bi-Monthly Project Update reports (Jan/Mar/May/July/Sept/Nov)
- Streamed Meetings (Jan/Mar/May/July/Sept/Nov)
- Minutes, agenda, and supporting documentation (Jan/Mar/May/July/Sept/Nov)
- Public notices, media coverage, news releases (on-going)
- Web-based information systems: Facebook, website, etc. (on-going)
- EJ/Title VI / ADA Transition Plans consideration in Project Selection/Prioritization Process lists (on-going)
- Updates and amendments Title VI/LEP Plan (annually)
- Complete a full update to Title VI/LEP Plan (by 1/30/2023)
- Meetings with Health By Design, National Center for Mobility Management, and Shared-Use Mobility Center Periodically to advance Mobility Management across the state. (on-going)
- Trainings, webinars, conferences including the Indiana MPO Conference and Road School (on-going)
- Participation Plan updates as needed (on-going)

- Biannual Evansville MPO Express Newsletter (Spring/Summer 23/24 & Fall/Winter 22/23)
Task 100 Budget Summary

FY 2023		1-Jul-22 through 30-Jun-23		
State	PL	State Match	Local Match	Total
IN	\$ 150,000	\$ -	\$ 37,500	\$ 187,500
KY	\$ 20,000	\$ 1,250	\$ 3,750	\$ 25,000
TOTAL	\$ 170,000	\$ 1,250	\$ 41,250	\$ 212,500
man hours		2,385		
FY 2024		1-Jul-23 through 30-Jun-24		
State	PL	State Match	Local Match	Total
IN	\$ 180,000	\$ -	\$ 45,000	\$ 225,000
KY	\$ 20,000	\$ 1,250	\$ 3,750	\$ 25,000
TOTAL	\$ 200,000	\$ 1,250	\$ 48,750	\$ 250,000
man hours		2,603		
Responsibility : The Evansville MPO Staff				

TASK 200 DATA COLLECTION & ANALYSIS

PURPOSE

Maintain and analyze data to support transportation planning and facility/system design; develop planning models to forecast future population and employment growth, land development, traffic volumes, transit ridership, and to identify potential impacts of growth and/ or policy proposals on public health and the environment. Gather, create, and update spatial data to perform safety, vulnerability, resiliency, freight and environmental analysis.

RECENT ACCOMPLISHMENTS

- Replaced Hi-Star traffic counters with more reliable tube counters.
- Collection of traffic count data and turning movement data for local and state governments and LPA's to help assist in making informed transportation decisions.
- Created GIS map layers to provide a visual and user-friendly way to provide data to users. Many of these layers are available on the newly designed website.
- Added a Land Use Model HELPViz to assist in planning decision making.
- Regional Pavement Management Process software and data collection
- Created GIS layers using crash data
- Various analysis of demographic, Environmental Justice, and traffic data for planning, Civil Rights, and transit documents.
- Major updates to regional travel demand model.

FY 2023 & FY 2024 ACTIVITIES

- Continue to build Travel Demand Model to evaluate the potential effects of changes in regional growth and/or the transportation system on the environment in Kentucky and Indiana.
- Build microsimulation models to perform analysis for individual projects, proposals and requests

- Develop computer application programming products to automate data collection and analysis process
- Continue to share data in the transportation planning process and develop and advance data sharing principles.
- Incorporate data sharing principles in the transportation planning process for efficient use of resources and improved policy decision-making at the State, MPO, regional and local levels.
- Continue to compile and analyze data to monitor regional congestion in accordance with federal planning requirements for a congestion management process.
- Continue to collect, compile and analyze data to monitor roadway safety. **(Y410)**
- Continue to create GIS traffic count layers and maps.
- Monitor and update the Urbanized Area Boundaries as necessary and continue to monitor US Census data through the Census Transportation Planning Products especially as a result of the 2020 Census.
- Prepare updates as needed to the Metropolitan Planning Area Boundaries and Urbanized Area Boundaries based on 2020 Census data.
- Coordinate with LPAs to develop future land use forecasts for residence and employment
- Continue to monitor and update the functional classification maps as necessary in coordination with INDOT and KYTC.
- Coordinate the Highway Safety Improvement Program (HSIP) by collecting, analyzing, and mapping crash data points. Crash data layers will be available for Warrick, Vanderburgh, and Henderson counties as they become available.

FY 2023 & FY 2024 ACTIVITIES

- Continue to use the StreetLogix and pavement management software to assist LPAs in maintaining current pavement inventories and creating local pavement asset management plans.
- Receive quarterly pavement work history from LPAs to up Regional Pavement Management asset data
- Access the National Performance Management Research Data Sets to conduct performance measure analysis
- Maintain and update the Congestion Management Process.
- Create and perform analysis reports for any local public agency (LPA) in the planning area upon request.
- Gather, create, update, and analyze environmental, vulnerability, and resiliency data to determine the areas of greatest concern.
- Continue to collect scooter data from local providing companies.
- Local Road Safety Plans (LRSP) to improve safety on jurisdiction's roads. Evaluate crashes and make correlations between the crash and characteristics such as weather, corridors, pedestrian, ect.
- Implement LRSP improvements.

INDOT State-owned TRAFFIC COUNT PROGRAM: Continue to collect traffic data for INDOT in Gibson, Posey, Vanderburgh, and Warrick counties on a 3-year schedule and upload them into the state's MS2 platform.

INDOT Non-State-owned TRAFFIC COUNT PROGRAM: Continue to collect traffic data for INDOT in Gibson, Posey, Vanderburgh, and Warrick counties on a 3-year schedule and upload them into the state's MS2 platform.

RURAL PLANNING – POSEY & GIBSON COUNTIES: Continue to collect traffic data for INDOT in Gibson and Posey counties.

- Assist the local governments in Posey and Gibson counties on grant initiatives and planning support such as Stellar Communities, Regional Cities, and Section 5311 initiatives.
- Assist the local government in creation of their transportation plans.
- Provide technical assistance to INDOT in these rural counties.
- Continue to use the StreetLogix and pavement management software to assist LPAs in maintaining current pavement inventories and creating local pavement asset management plans.
- Receive quarterly pavement work history from LPAs to up Regional Pavement Management asset data
- Provide crash analysis data for the rural counties. 3-year base

FINAL PRODUCTS

- Data files (traffic counts, GPS locations, turning movements) (on-going)
- GIS Layers (on-going)
- Local Transportation Plans (if applicable)
- Congestion Management Process Updates (as needed)
- Grant Applications (rural/traffic counts) (Feb. 2023, 2024)
- Local Road Safety Plans (LRSPs) (provide technical assistance) (when requested)
- Rural Countywide traffic counts including RR crossings and GPS locations (on-going)
- Interactive GIS website including traffic counts download available to the public on the website (on-going)
- Annual updated pavement asset inventories to LPAs (on-going)
- Vulnerability and Resiliency Assessments (as needed)

Task 200 Budget Summary

FY 2023		1-Jul-22 through		30-Jun-23					
State	PL	Y410	HSIP (100%)	SPR PL	SPR T.C.	State Match	Local Match	Total	
IN	\$ 108,000	\$ 4,000	\$ 100,000	\$ 39,748	\$ 50,000	\$ 14,384	\$ 36,053	\$ 352,185	
KY	\$ 16,400					\$ 1,025	\$ 3,075	\$ 20,500	
TOTAL	\$ 124,400	\$ 4,000	\$ 100,000	\$ 39,748	\$ 50,000	\$ 15,409	\$ 39,128	\$ 372,685	
man hours		4,015							
FY 2024		1-Jul-23 through		30-Jun-24					
State	PL	Y410	HSIP (100%)	SPR	SPR T.C.	State Match	Local Match	Total	
IN	\$ 112,000	\$ 5,800	\$ 100,000	\$ 43,904	\$ 40,000	\$ 12,160	\$ 36,816	\$ 350,680	
KY	\$ 16,400		\$ -	\$ -	\$ -	\$ 1,025	\$ 3,075	\$ 20,500	
TOTAL	\$ 128,400		\$ 100,000	\$ 43,904	\$ 40,000	\$ 13,185	\$ 39,891	\$ 371,180	
man hours		3865							

Responsibility : The Evansville MPO Staff

Note: Y410 is the 2.5% PL set aside and has a 0% local match.

TASK 300 SHORT RANGE PLANNING / MANAGEMENT SYSTEMS

PURPOSE

Maintain a regional program that prioritizes and schedules transportation projects consistent with adopted short-range plans of the state and region. Administer competitive grant programs as scheduled.

RECENT ACCOMPLISHMENTS

- Processed TIP amendments, modifications and resolutions.
- Submitted the Annual Listing of Obligated Projects.
- FY 2022-2026 TIP.
- Surface Transportation Block Grant Program (STBG) Henderson & Indiana applications.
- Quarterly Project Tracking meetings and forms.
- Planning & Environmental Linkages (PEL) including Red Flag Investigations, storm water management, and green infrastructure.
- Responses for traffic impact studies, re-zonings, and subdivisions.

FY 2023 & FY 2024 ACTIVITIES

- Process TIP amendments, modifications, and resolutions.
- Project costs estimation practices and procedures should be addressed to document inflation and reviewed as necessary to avoid multiple project changes.
- Complete a FY 2024-2028 Transportation Improvement Program.
- Coordinate with the State to implement a documented process for developing and making changes to the TIP and STIP.
- Continue to meet quarterly with Indiana and Kentucky LPAs on Federal Aid projects to track their progress with a focus on time, budget, and project delivery.
- Continue to administer a Call for Projects for Federal funding (in coordination every two years with new TIP development).
- Include scoring factors in the Call for Projects process to ensure projects selected improve air quality.
- Continue to monitor and plan for freight related travel.
- Identify Urban Freight Corridors and Critical Rural Freight Corridors in the state portion of the National Highway Freight Network and consult with state freight staff.
- Continue to provide technical assistance for competitive grant opportunities.
- Continue to assist Vanderburgh County, the City of Evansville, Warrick County, the Town of Newburgh, the City of Henderson and Henderson County in specialized short-range transportation requests reasonably requested within time and budget restraints. Address change orders and the process.
- Coordinate with Federal Land Management Agencies (FLMA) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands and appropriately involve them in the Metropolitan Transportation Plan and Transportation Improvement Plan processes.
- Continue to assist KYTC with Strategic Highway Investment Formula for Tomorrow (SHIFT) prioritization process for unfunded projects to receive state funds.
- Continue to coordinate with KYTC in identifying and updating projects in the Continuous Highway Analysis Framework (CHAF).
- Continue to monitor and track the INDOT Program of Projects.
- Continue to coordinate and prepare the Annual Listing of Obligated Projects.
- Continue to conduct Red Flag Investigations (RFI) as part of the TIP development process.
- Continue to coordinate resilience and reliability with KYTC and INDOT on evaluations of damage-prone areas.

- Continue to use the collaborative Planning and Environmental Linkages (PEL) integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- Continue to monitor ITS Architecture projects and update as necessary.
- Continue to evaluate rezoning petitions, site development plans, subdivisions, right of way vacations, Traffic Impact Studies (TIS), and specific transportation facility requests as well as access, parking, signal, safety, signing, and design considerations.
- Process federal aid applications awarded from the call for projects through the Surface Transportation Block Grant Program – Transportation Alternatives Set-Aside including but not limited to SHN, STBG, CMAQ, Transportation alternatives.
- Update the Call for Projects Prioritization Process as necessary.
- Continue to incorporate performance-based planning requirements and explore ways to evaluate how the TIP's investment priorities will help achieve targets established in the MTP
- Identify and list in the TIP which projects support the targets listed in the MTP
- Provide assistance to INDOT to update the Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM).
- Traffic Incident Management (TIM) Activities such as providing data for performance measures, funding an ITS project, market TIM to elected officials, and facilitate TIM responder Training.
- Collaborate and coordinate transportation planning with military facilities within the state and metropolitan areas with the Department of Defense (DOD) Strategic Highway Network (STRAHNET) and review the STRAHNET maps and recent Power Project Platform (PPP) studies.
- Participate in various working groups: Finance, STIP/TIP, ALOP, Resiliency, PBPP.

FINAL PRODUCTS

- TIP amendments, modifications, and resolutions (on-going)
- Self-Certification Statements (included in new TIP) (Feb/March 2023)
- FY 2024-2028 Transportation Improvement Program (TIP) (May 2023)
- Traffic Impact Studies, right of way vacations, rezoning petitions, site review petitions, and subdivision review (on-going monthly)
- Recommendations on Federal Aid Projects (on-going)
- Project Applications – All MPO funding programs (Fall 2022; 2023)
- Planning and Environmental Linkages efforts including Red Flag Investigations, storm water management, and green infrastructure (as needed)
- Annual Listing of Obligated Projects (ALOP) (Aug./Dec. 2022 & 2023)
- Quarterly Project Tracking meetings and forms -Indiana and Kentucky LPAs (quarterly)
- Planning Roles & Responsibilities Cooperating Operating Manual Update (assist INDOT) (as needed)
- ITS Architecture Updates (as needed)
- Regional Pavement Management System updates for performance and asset management (on-going)
- Continuous Highway Analysis Framework (CHAF) forms (KY) (as needed)
- Freight Database, Freight Volume Map, and Freight GIS layer (as needed)

Task 300 Budget Summary

FY 2023		1-Jul-22 through		30-Jun-23	
State	PL	STBG	State Match	Local Match	Total
IN	\$ 118,965	\$ 70,000	\$ -	\$ 47,242	\$ 236,207
KY	\$ 20,000	\$ -	\$ 1,250	\$ 3,750	\$ 25,000
TOTAL	\$ 138,965	\$ 70,000	\$ 1,250	\$ 50,992	\$ 261,207
man hours		2,785			
FY 2024		1-Jul-23 through		30-Jun-24	
State	PL	STBG	State Match	Local Match	Total
IN	\$ 191,053			\$ 47,764	\$ 238,817
KY	\$ 20,000	\$ -	\$ 1,250	\$ 3,750	\$ 25,000
TOTAL	\$ 211,053	\$ -	\$ 1,250	\$ 51,514	\$ 263,817
man hours		2,747			
Responsibility : The Evansville MPO Staff					

TASK 400 LONG RANGE PLANNING

PURPOSE

Maintain a long-range plan for the region's transportation needs that is technically based on the latest available land use, demographics, and travel pattern data; philosophically based on regional goals and values, and financially based on predictable, reliable funding sources. Integrate transportation planning with land use, economic development, environmental, air quality, and public health considerations.

RECENT ACCOMPLISHMENTS

- Statewide CMAQ call for projects
- 2045 Metropolitan Transportation Plan
- Air Quality Updates
- Conduct CMAQ and air quality analysis for project support

FY 2023 & FY 2024 ACTIVITIES

- Development of a new Metropolitan Transportation Plan (2050)
- Establish and track performance measures and targets, including federally-required performance measures and targets, provided in the Metropolitan Transportation Plan (MTP). Continue to work with the States as these performance measures and targets become available.
- Provide updates to the 20-year horizon Metropolitan Transportation Plan. The MTP incorporates planning elements such as demographics, financial constraint, public transportation, transportation connectivity, freight, safety and security, preservation, congestion, air quality, and bicycle and pedestrian transportation.
- Include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP.

- Coordinate and participate in long range transportation and air quality planning with local, state, and federal agencies in accordance with the Transportation Air Quality Conformity Protocol and state and local regulations.
- Engage all areas of the transportation network for input into the MTP including the riverports.
- Coordinate with officials responsible for natural disaster risk reductions when developing the MTP and TIP.
- Monitor the effects of climate change on transportation systems including strategies to improve resilience and reliability of transportation systems, to mitigate storm water and to enhance travel and tourism.
- Tackle the climate crisis for transitioning to a clean energy resilient future by identifying barriers to and opportunities for deploying a fueling and charging infrastructure to encourage hybrid and electric vehicles; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shifting to lower emission modes of transportation and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.
- Conduct CMAQ and air quality analysis for future transportation projects, including eligibility determination.
- Partner with INDOT – Vincennes District staff with the management of corridor studies on US 41 and on SR 66/SR 62.
- Partner with INDOT and KYTC on the I-69 Corridors and Ohio River Crossing
- Management activities associated with corridor studies including, but not limited to, modeling and other technical coordination, fiscal oversight of contracts, meeting coordination, and document review.
- Development of Multi Modal Plans
- Assist the State as needed in development of the State Asset Management Plan
- Assist in coordination with the State as needed in District Transportation Plans
- Continue to incorporate performance-based planning requirements including selecting, reporting, sharing, and collection of data according to FAST Act and Infrastructure Investment and Jobs Act (IIJA) requirements for the performance targets
- Coordinate with Federal Land Management Agencies (FLMA) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands and appropriately involve them in the Metropolitan Transportation Plan and Transportation Improvement Plan processes.
- Collaborate and coordinate transportation planning with military facilities within the state and metropolitan areas with the Department of Defense (DOD) Strategic Highway Network (STRAHNET) and review the STRAHNET maps and recent Power Project Platform (PPP) studies.
- Coordinate with the State regarding the statewide National Electric Vehicle Infrastructure (NEVI) plan.
- Coordinate with the State in the Carbon Reduction Program strategy.
- Coordinate with the State for the Promoting Resilience Operations for Transformative Efficient and Cost-Savings Transportation (PROTECT) formula program.

FINAL PRODUCTS

- Targets and Performance Measures Updates as needed (on-going)
- Annual Performance Measures Report (Spring 2023 & 2024)
- 2050 Metropolitan Transportation Plan (March 2023)

Task 400 Budget Summary

FY 2023		1-Jul-22 through		30-Jun-23	
State	PL	State Match	Local Match	Total	
IN	\$ 81,500	\$ -	\$ 20,375	\$ 101,875	
KY	\$ 8,000	\$ 500	\$ 1,500	\$ 10,000	
TOTAL	\$ 89,500	\$ 500	\$ 21,875	\$ 111,875	
man hours		1,094			
FY 2024		1-Jul-23 through		30-Jun-24	
State	PL	State Match	Local Match	Total	
IN	\$ 75,000	\$ -	\$ 18,750	\$ 93,750	
KY	\$ 8,000	\$ 500	\$ 1,500	\$ 10,000	
TOTAL	\$ 83,000	\$ 500	\$ 20,250	\$ 103,750	
man hours		1,080			
Responsibility : The Evansville MPO Staff					

TASK 500 TRANSIT AND ACTIVE TRANSPORTATION

PURPOSE

To provide the communities with transportation choices that include public transit and bicycle/ pedestrian facilities to improve the quality of life and safety for all users.

RECENT ACCOMPLISHMENTS

- METS Comprehensive Operational Analysis (COA)
- Coordinated Public Transit- Human Services Plan (summer 2022)
- Evansville Bike and Pedestrian Connectivity Master Plan
- Bicycle and pedestrian counts program (the National Bicycle and Pedestrian Documentation Project)
- Greater Henderson Bicycle and Pedestrian Master Plan
- Bicycle Safety Pamphlets
- Evansville – Henderson Regional Transportation Guide

FY 2023 & FY 2024 ACTIVITIES

- Create a coordinated and unified mobility management plan that incorporates all users and all transportation systems.
- Integrate Ladders of Opportunity by identifying gaps in connectivity of the transit and active transportation system to provide the public with adequate essential services such as employment, health care, grocery suppliers, schools, education, and recreation.
- Monitor active transportation projects and funding, including Safe Routes to School projects.
- Continue the Bicycle and Pedestrian Counts Program, including data submittal to the National Database.

- Provide technical assistance to LPAs, engineers, and city officials on various pedestrian crossing and bicycle improvements using current bicycle and pedestrian master plans for reference. (Y410)
- Encourage the use of best practices in design to support bicycle and pedestrian safety. (Y410)
- Encourage compliance with EMPO's Complete Streets Policy on Federally funded projects. Also encourage LPAs to adopt a local-level Complete Streets Policy. (Y410)
- Encourage development of complete streets by incorporating safe pedestrian facilities, safe transit stops (if present), safe crossing opportunities where needed for accessing destinations, and by providing safe and comfortable bicycle facilities on roadways, adjacent to the road, or on a nearby parallel corridor. (Y410)
- Support bicycle and pedestrian groups and health and wellness organizations to promote the use and planning of bicycle and pedestrian improvements. (Y410)
- Coordinate the FTA 5310 program by administering a call for projects.
- Update the Coordinated Public Transit - Human Services Transportation Plan in cooperation with the States, public and private transportation providers, and health and human service organizations including organizations supporting the elderly and individuals with a disability.
- Update the Section 5310 Program Management Plan as needed.
- Review of the Coordinated Council on Access and Mobility (CCAM) tools, particularly the inventory of federal programs that fund transportation.
- Research of partnerships with other Federal agencies as there are matching opportunities available to allow for 100% federal support of transit projects.
- Provide technical assistance to transit agencies and other transit providers including triennial review, TrAMS, and civil rights activities.
- Submit and prepare INDOT state grants, Echo draws, quarterly reports, and the Annual Transit Report on behalf of METS.
- File required annual Certifications and Assurances, create FTA grants in the TrAMS system and follow participation program requirements.
- Provide planning assistance to HART and METS as needed in the production of new marketing materials, route planning, or special requests.
- Monitor use of METS Mobility and HART Paratransit services by elderly and individuals with a disability.
- Coordinate with all transit agencies to support regional connectivity with transit providers.
- Conduct agency and vehicle audits of Section 5310 recipients.
- Assist METS and HART in updating TAM Plan and PTASP as needed.
- Assist METS and HART in developing Transit Asset Management (TAM) and Public Transit Agency Safety Plan (PTASP) performance measures and targets annually.
- Coordinate quarterly Regional Transit Advisory Committee (RTAC) meetings with public and non-profit transportation providers.
- Continuous updates of the Evansville-Henderson Regional Transportation Guide with assistance from RTAC members.
- Develop annual Transit Asset Management (TAM) Targets in coordination with METS and HART and add to the appendix of the TAM Plan.
- Work with the state in the development of a Mobility Management Network.
- Work with the National Center for Mobility Management and Shared-Use Mobility Center on Mobility Management Performance Measures.
- Work with local public transit agencies and non-profits on alternative and expanded transit opportunities, such as microtransit zones.

- Work with local agencies to assess and evaluate the impact of new and expanded transit opportunities on missed medical trips and access to pharmacies, grocery stores, and other needs.

FINAL PRODUCTS

- Updates to the bicycle and pedestrian plans (as needed)
- Attendance at bicycle and pedestrian related meetings (as needed)
- Various materials promoting pedestrian and bicycle safety and transit use (as needed)
- Annual FTA Certifications and Assurances (Spring 2023 & 2024)
- FTA 5307, 5310, 5339 Grant Applications (Summer 2023 & 2024)
- INDOT State PMTF grant applications for METS (Spring 2023 & 2024)
- INDOT Annual Transit Report for METS (Feb 2023 & 2024)
- INDOT Quarterly Transit Reports for METS (Quarterly)
- City Annual Transit Grant Report (January 2023 & 2024)
- METS quarterly State and Federal draw downs (Quarterly 2023 & 2024)
- Coordinated Public Transit-Human Services Plan update (as needed)
- Section 5310 Program Management Plan update (as needed, summer)
- Annual Transit Asset Management and Safety Performance Measures and Targets (January 2023 & 2024)
- Annual/Quarterly FTA Milestone and Federal Financial Reports (October 2023 & 2024)
- Agency and vehicle audits of Section 5310 Recipients (summer 2023 & 2024)
- Meet with Health By Design, National Center for Mobility Management, and Shared-Use Mobility Center Periodically to advance Mobility Management across the state (as needed)
- Quarterly Regional Transit Advisory Committee (RTAC) Meetings (quarterly on-going)
- Evansville- Henderson Regional Transportation Guide Updates (on-going)

Task 500 Budget Summary

FY 2023		1-Jul-22	through	30-Jun-23					
State	PL	Y410	FTA 5303	FTA 5307	FTA 5310	State Match	Local Match	Total	
IN	\$ 73,162	\$ 6,838	\$ -	\$ 10,000	\$ -	\$ -	\$ 22,500	\$ 112,500	
KY	\$ 10,000		\$ 10,000	\$ 10,000	\$ -	\$ 625	\$ 6,875	\$ 37,500	
FTA Direct	\$ -		\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	
TOTAL	\$ 83,162	\$ 6,838	\$ 10,000	\$ 20,000	\$ 25,000	\$ 625	\$ 29,375	\$ 175,000	

man hours 1,964

FY 2024		1-Jul-23	through	30-Jun-24					
State	PL	Y410	FTA 5303	FTA 5307	FTA 5310	State Match	Local Match	Total	
IN	\$ 75,000	\$ 7,687		\$ 10,000	\$ -	\$ -	\$ 21,250	\$ 113,937	
KY	\$ 10,000		\$ 10,000	\$ 10,000	\$ -	\$ 625	\$ 6,875	\$ 37,500	
FTA Direct					\$ 35,689			\$ 35,689	
TOTAL	\$ 85,000	\$ 7,687	\$ 10,000	\$ 20,000	\$ 35,689	\$ 625	\$ 28,125	\$ 187,126	

man hours 1,949

Responsibility : The Evansville MPO Staff in cooperation with local transit agencies

FTA 5307 funding is provided in FTA's TrAMS system in a grant through METS and HART and paid to the EMPO through these 5307 grants by the transit agencies.

The Y410 is the 2.5% PL set aside and is 0% local share.

TASK 600 SPECIAL STUDIES

PURPOSE

600.1 Project 1 – Remix Software – To purchase Remix software to use as a tool to assist the transit agencies in transit planning and route design as well as with Title VI analysis and reporting. Remix is the only web-based transit planning & scheduling software platform that provides rapid route design, import/ analysis / modification of existing transit routes, demographic analysis, operating cost calculations, travel time visualizations, and Title VI analysis into a single integrated platform for transit planning.

600.2 Project 2 – Streetlight Software – To purchase Streetlight software to use for traffic pattern data for modeling.

600.3 Project3 – Streetlogix Software – To purchase one year of the new Streetlogix street asset management platform software.

600.4 Project 4- Regional Pavement Management System (RPMS) – Activities associated with the development, implementation, and operation of a pavement management system that will: Provide the local highway officials with the necessary engineering and economic tools to make decisions on local system preservation and meet guidelines for performance measures presented in MAP-21 and the Infrastructure Investment and Jobs Act (IIJA). to provide for effective management of new and existing transportation systems through the use of TDM and transportation systems management techniques.

RECENT ACCOMPLISHMENTS

600.1 Project 1– Remix has been used for Title VI Analysis for METS, route and detour planning, demographic analysis of routes, Call for Projects scoring, and Performance Measures.

The previous 3-year contract was completed in April 2021.

600.2 Project 2 – Streetlight Software – N/A- this is the first year for this.

600.3 Project 3 – Streetlogix Software- N/A this is the first year for this.

600.4 Project 4- Regional Pavement Management System (RPMS)- Regional Pavement Management Projects (2016) & (2020)

FY 2023 & FY 2024 ACTIVITIES

600.1 FY Project 1 – The MPO will utilize Remix for Transit Planning, Travel Time Visualizations, Route modifications and design, Title VI analysis & reporting, and demographic analysis.

600.2 FY Project 2 – The MPO will utilize the data collected from the Streetlight Software to be used in assumptions for the transportation model software.

600.3 FY Project 3 – The MPO will utilize the data in the Streetlogix software to make informed decisions in the regional pavement management system.

600.4 Project 4- Regional Pavement Management System (RPMS) – A physical evaluation of the LPA jurisdictional street pavement. Tracking of condition over time. Generation of deterioration data and curves for use in the development of the programs of projects. Establishment of optimum preservation, maintenance and repair programs. Allocation of funds cost effectively and identification of various budget scenarios based on pavement conditions.

FINAL PRODUCTS

600.1 Project 1 – Acquisition of Remix Software, Reports – Title VI, Route Design, Travel Time. A purchase order for the 3-year contract was obligated into one purchase order 5/1/21-4/30/24.

600.2 Project 2 – Acquisition of Streetlight Software, data reports. (minimum 1-year contract) 7/1/22-6/30/23. (end 6/30/23)

600.3 Project 3 – Acquisition of Streetlogix Software, data reports. (minimum 1- year contract) 7/1/22-6/30/23. (Continue through 6/30/24)

600.4 Project 4- RPMS- Updated inventory of existing streets and roads. (through 6/30/24)

Current Pavement Condition survey and digital image. (through 6/30/24)

Data collection quality management plan. (through 6/30/24)

Update of the Pavement Management Program data analysis & priority setting capabilities. (6/30/24)

Training and support as required with the update to the system. (through 6/30/24)

Supporting manuals & documentation for the updates to the software & fieldwork. (through 6/30/24)

ESTIMATED BUDGET FOR PROJECT 4 RPMS

Funds will be paid directly to the consultant per contracted amounts with 10% available for admin.

Project estimated costs: \$285,000

Total **Federal** costs: \$228,000 : Federal IN STBG funds: \$183,200; KY PL Discretionary Funds: \$44,800

Local share paid by the LPAs: \$57,000:

City of Evansville \$14,000

Vanderburgh County \$13,800

Warrick County \$18,000

Henderson (City) \$ 5,600

Henderson County \$5,600

Task 600 Budget Summary

FY 2023	1-Jul-22	through	30-Jun-23
State	STBG	Local Match	Total
IN 600.1	\$ 11,856	\$ 2,964	\$ 14,820
IN 600.2	\$ 33,600	\$ 8,400	\$ 42,000
IN 600.3	\$ 12,800	\$ 3,200	\$ 16,000
TOTAL	\$ 58,256	\$ 14,564	\$ 72,820

600.3 Each LPA will pay \$800 of the local match: Evansville, Vanderburgh, Warrick, & Henderson.

FY 2024	1-Jul-23	through	6/30/2024
State	STBG	Local Match	Total
IN 600.1	\$ 11,856	\$ 2,964	\$ 14,820
IN 600.2	\$ -	\$ -	\$ -
IN 600.3	\$ 8,800	\$ 2,200	\$ 11,000
IN 600.4	\$ 183,200	\$ 45,800	\$ 229,000
KY 600.4	\$ 44,800	\$ 11,200	\$ 56,000
TOTAL	\$ 248,656	\$ 62,164	\$ 310,820

man hours This is acquisition of software / consulting fees

600.1 METS will provide \$2,964 local match

BUDGET TABLES

FY 2023 BUDGET SUMMARIES BY TASK AND STATE

FY 2023 TOTAL BUDGET SUMMARIES

FY 2023			1-Jul-22		through		30-Jun-23		FHWA						FTA					
TASK	Title	State	PL	Y410	STBG	HSIP (100%)	SPR PL	SPR STC	FTA 5303	FTA 5307	FTA 5310	State Match	Local Match	Total						
100	Admin/Pub	IN	\$ 150,000										\$ 37,500	\$ 187,500						
100	Admin/Pub	KY	\$ 20,000									\$ 1,250	\$ 3,750	\$ 25,000						
200	Data	IN	\$ 108,000	\$ 4,000		\$ 100,000	\$ 39,748	\$ 50,000				\$ 14,384	\$ 36,053	\$ 352,185						
200	Data	KY	\$ 16,400									\$ 1,025	\$ 3,075	\$ 20,500						
300	Short Plan	IN	\$ 118,965		\$ 70,000								\$ 47,242	\$ 236,207						
300	Short Plan	KY	\$ 20,000									\$ 1,250	\$ 3,750	\$ 25,000						
400	Long Plan	IN	\$ 81,500										\$ 20,375	\$ 101,875						
400	Long Plan	KY	\$ 8,000									\$ 500	\$ 1,500	\$ 10,000						
500	Transit/Ped	IN	\$ 73,162	\$ 6,838						\$ 10,000			\$ 22,500	\$ 112,500						
500	Transit/Ped	KY	\$ 10,000						\$ 10,000	\$ 10,000		\$ 625	\$ 6,875	\$ 37,500						
500	Transit/Ped	FTA Direct	\$ -								\$ 25,000			\$ 25,000						
600	Specials	IN	\$ -		\$ 58,256								\$ 14,564	\$ 72,820						
TOTAL			\$ 606,027	\$ 10,838	\$ 128,256	\$ 100,000	\$ 39,748	\$ 50,000	\$ 10,000	\$ 20,000	\$ 25,000	\$ 19,034	\$ 197,184	\$ 1,206,087						

FY 2023 INDIANA BUDGET SUMMARY

TASK	Title	State	FHWA					FTA					Total	
			PL	Y410	STBG	HSIP (100%)	SPR PL	SPR STC	FTA 5303	FTA 5307	FTA 5310	State Match		Local Match
100	Admin/Pub	IN	\$ 150,000										\$ 37,500	\$ 187,500
200	Data	IN	\$ 108,000	\$ 4,000		\$ 100,000	\$ 39,748	\$ 50,000				\$ 14,384	\$ 36,053	\$ 352,185
300	Short Plan	IN	\$ 118,965		\$ 70,000								\$ 47,242	\$ 236,207
400	Long Plan	IN	\$ 81,500										\$ 20,375	\$ 101,875
500	Transit /Ped	IN	\$ 73,162	\$ 6,838					\$ 10,000				\$ 22,500	\$ 112,500
500	Transit /Ped	FTA Direct								\$ 25,000			\$ -	\$ 25,000
600	Specials	IN	\$ -		\$ 58,256								\$ 14,564	\$ 72,820
TOTAL			\$ 531,627	\$ 10,838	\$ 128,256	\$ 100,000	\$ 39,748	\$ 50,000	\$ -	\$ 10,000	\$ 25,000	\$ 14,384	\$ 178,234	\$ 1,088,087

FY 2023 KENTUCKY BUDGET SUMMARY

		FHWA										FTA				
TASK	Title	State	PL	Y410	STBG	HSIP (100%)	SPR		FTA 5303	FTA 5307	FTA 5310	State Match	Local Match	Total		
100	Admin/Pub	KY	\$ 20,000									\$ 1,250	\$ 3,750	\$ 25,000		
200	Data	KY	\$ 16,400									\$ 1,025	\$ 3,075	\$ 20,500		
300	Short Plan	KY	\$ 20,000									\$ 1,250	\$ 3,750	\$ 25,000		
400	Long Plan	KY	\$ 8,000									\$ 500	\$ 1,500	\$ 10,000		
500	Transit/Ped	KY	\$ 10,000						\$ 10,000	\$ 10,000		\$ 625	\$ 6,875	\$ 37,500		
	TOTAL		\$ 74,400		\$ -	\$ -	\$ -		\$ 10,000	\$ 10,000	\$ -	\$ 4,650	\$ 18,950	\$ 118,000		

FY 2024 BUDGET SUMMARIES BY TASK AND STATE

FY 2024 TOTAL BUDGET SUMMARIES

FY 2024		1-Jul-23		through		30-Jun-24		FTA				TOTAL						
TASK	Title	State	PL	PLDisc	Y410	STBG	HSIP (100%)	SPR PL	SPR STC	K FTA 5303	FTA 5307	FTA 5310	State Match	IN PL Local	STBG Local	SPR Local	Local Match	Total
100	Admin/Pub	IN	\$ 180,000											\$ 45,000			\$ 45,000	\$ 225,000
100	Admin/Pub	KY	\$ 20,000										\$ 1,250				\$ 3,750	\$ 25,000
200	Data	IN	\$ 112,000		\$ 5,800		\$ 100,000	\$ 43,904	\$ 40,000				\$ 12,160	\$ 28,000		\$ 8,816	\$ 36,816	\$ 350,680
200	Data	KY	\$ 16,400										\$ 1,025				\$ 3,075	\$ 20,500
300	Short Plan	IN	\$ 191,053											\$ 47,764			\$ 47,764	\$ 238,817
300	Short Plan	KY	\$ 20,000										\$ 1,250				\$ 3,750	\$ 25,000
400	Long Plan	IN	\$ 75,000										\$ 500	\$ 18,750			\$ 18,750	\$ 93,750
400	Long Plan	KY	\$ 8,000														\$ 1,500	\$ 10,000
500	Transit/Ped	IN	\$ 75,000		\$ 7,687						\$ 10,000	\$ 10,000	\$ -	\$ 18,750			\$ 21,250	\$ 111,437
500	Transit/Ped	KY	\$ 10,000							\$ 10,000	\$ 10,000		\$ 625				\$ 6,875	\$ 37,500
500	Transit/Ped	FTA Direct										\$ 35,689					\$ -	\$ 35,689
600	Specials-soft	IN				\$ 20,656									\$ 5,164		\$ 5,164	\$ 25,820
600	Specials- Pave	IN				\$ 183,200									\$ 45,800		\$ 45,800	\$ 229,000
600	Specials	KY		\$ 44,800													\$ 11,200	\$ 56,000
	TOTAL		\$ 707,453	\$ 44,800	\$ 13,487	\$ 203,856	\$ 100,000	\$ 43,904	\$ 40,000	\$ 10,000	\$ 20,000	\$ 35,689	\$ 16,810	\$ 158,264	\$ 50,964	\$ 8,816	\$ 250,694	\$ 1,484,193

FY 2024 INDIANA BUDGET SUMMARY

		FHWA				FTA				TOTAL									
TASK	Title	State	PL	PLDisc	Y410	STBG	HSIP (100%)	SPR PL	SPR STC	K FTA 5303	FTA 5307	FTA 5310	State Match	IN PL Local	STBG Local	SPR Local	Local Match	Total	
100	Admin/Pub	IN	\$ 180,000											\$ 45,000			\$ 45,000	\$ 225,000	
200	Data	IN	\$ 112,000		\$ 5,800		\$ 100,000	\$ 43,904	\$ 40,000				\$ 12,160	\$ 28,000		\$ 8,816	\$ 36,816	\$ 350,680	
300	Short Plan	IN	\$ 191,053											\$ 47,764			\$ 47,764	\$ 238,817	
400	Long Plan	IN	\$ 75,000											\$ 18,750			\$ 18,750	\$ 93,750	
500	Transit /Ped	IN	\$ 75,000		\$ 7,687					\$ 10,000				\$ 18,750			\$ 21,250	\$ 111,437	
500	Transit /Ped	FTA Direct									\$ 35,689						\$ -	\$ 35,689	
600	Specials-soft	IN				\$ 20,656									\$ 5,164		\$ 5,164	\$ 25,820	
600	Specials	IN				\$ 183,200									\$ 45,800		\$ 45,800	\$ 229,000	
	TOTAL		\$ 633,053		\$ 13,487	\$ 203,856	\$ 100,000	\$ 43,904	\$ 40,000	\$ -	\$ 10,000	\$ 35,689	\$ 12,160	\$ 158,264	\$ 50,964	\$ 8,816	\$ 270,544	\$ 1,310,193	

FY 2024 KENTUCKY BUDGET SUMMARY

TASK		Title	State	PL	PL Disc	Y410	FHWA		FTA				TOTAL		
						STBG	HSIP (100%)	SPR	SPR STC	K FTA 5303	FTA 5307	FTA 5310	State Match	Local Match	Total
100	Admin/Pub	KY	\$ 20,000										\$ 1,250	\$ 3,750	\$ 25,000
200	Data	KY	\$ 16,400										\$ 1,025	\$ 3,075	\$ 20,500
300	Short Plan	KY	\$ 20,000										\$ 1,250	\$ 3,750	\$ 25,000
400	Long Plan	KY	\$ 8,000										\$ 500	\$ 1,500	\$ 10,000
500	Transit /Ped	KY	\$ 10,000						\$ 10,000	\$ 10,000			\$ 625	\$ 6,875	\$ 37,500
600	Specials	IN		\$ 44,800									\$ -	\$ 11,200	\$ 56,000
TOTAL			\$ 74,400	\$ 44,800		\$ -	\$ -	\$ -		\$ 10,000	\$ 10,000	\$ -	\$ 4,650	\$ 30,150	\$ 174,000

Note: Y410 is the 2.5% PL set aside and has a 0% local match.

Funding by Source

SOURCE	FY 2023				FY 2024			
	Federal	State	Local	Total	Federal	State	Local	Total
IN PL/5303	\$531,627	\$0	\$132,907	\$664,534	\$633,053	\$0	\$158,264	\$791,317
Y410 (2.5% PL)	\$10,838	\$0	\$2,710	\$13,548	\$13,487	\$0	\$0	\$13,487
IN HSIP 100%	\$100,000	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$100,000
IN STBG	\$70,000	\$0	\$17,500	\$87,500	\$0	\$0	\$0	\$0
IN STBG - Pavement					\$183,200	\$0	\$45,800	\$229,000
IN STBG- softwares	\$46,400	\$0	\$11,600	\$58,000	\$8,800	\$0	\$2,200	\$11,000
IN STBG-REMIX*	\$11,856	\$0	\$2,964	\$14,820	\$11,856	\$0	\$2,964	\$14,820
IN SPR - Planning	\$39,748	\$1,884	\$8,053	\$49,685	\$43,904	\$2,160	\$8,816	\$54,880
IN SPR State Traffic Count	\$50,000	\$12,500	\$0	\$62,500	\$40,000	\$10,000	\$0	\$50,000
KY FTA 5303	\$10,000	\$0	\$2,500	\$12,500	\$10,000	\$0	\$2,500	\$12,500
KY FTA 5307	\$10,000	\$0	\$2,500	\$12,500	\$10,000	\$0	\$2,500	\$12,500
IN FTA 5307	\$10,000	\$0	\$2,500	\$12,500	\$10,000	\$0	\$2,500	\$12,500
FTA Section 5310	\$25,000	\$0	\$0	\$25,000	\$35,689	\$0	\$0	\$35,689
KY PL Discretionary Pavement					\$44,800	\$0	\$11,200	\$56,000
KY PL FUNDS	\$74,400	\$4,650	\$13,950	\$93,000	\$74,400	\$4,650	\$13,950	\$93,000
Total	\$989,869	\$19,034	\$197,184	\$1,206,087	\$1,219,189	\$16,810	\$250,694	\$1,486,693

SOURCE	FY 2023				FY 2024			
	Federal	State	Local	Total	Federal	State	Local	Total
FHWA- INDIANA Planning Cluster								
IN PL/5303	\$531,627	\$0	\$132,907	\$664,534	\$633,053	\$0	\$158,264	\$791,317
Y410 2.5% PL	\$10,838	\$0	\$2,710	\$13,548	\$13,487	\$0	\$0	\$13,487
IN HSIP 100%	\$100,000	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$100,000
IN STBG	\$128,256	\$0	\$32,064	\$160,320	\$203,856	\$0	\$50,964	\$254,820
Sub-total	\$770,721	\$0	\$167,681	\$938,402	\$950,396	\$0	\$209,228	\$1,159,624
INDIANA SPR - TOTALS								
IN SPR	\$89,748	\$14,384	\$8,053	\$112,185	\$83,904	\$12,160	\$8,816	\$104,880
Sub-total	\$89,748	\$14,384	\$8,053	\$112,185	\$83,904	\$12,160	\$8,816	\$104,880
IN Total	\$860,469	\$14,384	\$175,734	\$1,050,587	\$1,034,300	\$12,160	\$218,044	\$1,264,504
FTA Funds								
FTA Funds	\$55,000	\$0	\$7,500	\$62,500	\$65,689	\$0	\$7,500	\$73,189
FTA Total	\$55,000	\$0	\$7,500	\$62,500	\$65,689	\$0	\$7,500	\$73,189
FHWA - KENTUCKY Planning								
KY PL Funds	\$74,400	\$4,650	\$13,950	\$93,000	\$74,400	\$4,650	\$13,950	\$93,000
KY PL Discr.					\$44,800	\$0	\$11,200	\$56,000
KY Total	\$74,400	\$4,650	\$13,950	\$93,000	\$119,200	\$4,650	\$25,150	\$149,000
TOTAL	\$989,869	\$19,034	\$197,184	\$1,206,087	\$1,219,189	\$16,810	\$250,694	\$1,486,693

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
Projected Fiscal Year 2023 Expense Summary
General Budget

ACCOUNT	DIRECT COSTS	INDIRECT COSTS	TOTAL
Salaries	\$435,727 a	\$160,618 ab	\$596,345
Fringe	\$397,512 c	\$0	\$397,512
Office Supplies	\$0	\$2,000	\$2,000
Garage & Motor	\$0	\$8,500	\$8,500
Small Equipment	\$0	\$2,000	\$2,000
Other Supplies	\$0	\$1,500	\$1,500
Fee For Service/ Legal	\$0	\$7,000	\$7,000
Contractual- SPECIALS 600.10	\$72,820	\$0	\$72,820
Postage	\$0	\$1,000	\$1,000
Travel/Training	\$0	\$15,000	\$15,000
Printing & Advertising	\$0	\$2,000	\$2,000
Equipment	\$0	\$12,500	\$12,500
Insurance	\$0	\$15,810	\$15,810
Repairs & Maintenance	\$0	\$5,000	\$5,000
Rent	\$0	\$35,000	\$35,000
Subscriptions & Dues	\$0	\$8,000	\$8,000
Audit	\$0	\$22,000	\$22,000
Telephone	\$0	\$2,100	\$2,100
TOTAL	\$906,059	\$300,028 d	\$1,206,087

INDIRECT RATE = INDIRECT COSTS/DIRECT SALARIES (NET)

- a. Salaries represent net salaries after deduction for vacations, holidays, and personal leave.
- b. Indirect Personnel - 50% of Fiscal Officer's time,
and 25% of Transportation Planners and Tech - based upon time sheets.
- c. Fringe benefits are estimated at 0.912295
- d. Indirect rate is estimated at 0.674061

FRINGE BREAKDOWN

Dental/ Vision/ Health Insurance	\$136,000
FICA	\$52,970
PERF	\$97,188
Workman Comp	\$2,475
Unemployment	\$500
Vacation, Holiday and Personal Leave	\$107,040
Accum-Sick V	\$1,339
TOTAL	\$397,512

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
Projected Fiscal Year 2024 Expense Summary
General Budget

ACCOUNT	DIRECT COSTS	INDIRECT COSTS	TOTAL
Salaries	\$433,068 a	\$164,105 ab	\$597,173
Fringe	\$434,300 c	\$0	\$434,300
Office Supplies	\$0	\$2,000	\$2,000
Garage & Motor	\$0	\$6,500	\$4,930
Small Equipment	\$0	\$3,500	\$3,500
Other Supplies	\$0	\$1,500	\$1,500
Fee For Service/ Legal	\$0	\$7,000	\$7,000
Contractual- Software Remix, Str	\$25,820	\$0	\$25,820
Contractual Pavement Mgt.	\$285,000	\$0	\$285,000
Postage	\$0	\$900	\$900
Travel/Training	\$0	\$13,500	\$13,500
Printing & Advertising	\$0	\$2,000	\$2,000
Equipment	\$0	\$20,000	\$20,000
Insurance	\$0	\$14,000	\$14,000
Repairs & Maintenance	\$0	\$4,000	\$4,000
Rent	\$0	\$37,000	\$37,000
Subscriptions & Dues	\$0	\$8,500	\$8,500
Audit	\$0	\$22,000	\$22,000
Telephone	\$0	\$2,000	\$2,000
TOTAL	\$1,178,188	\$308,505 d	\$1,486,693

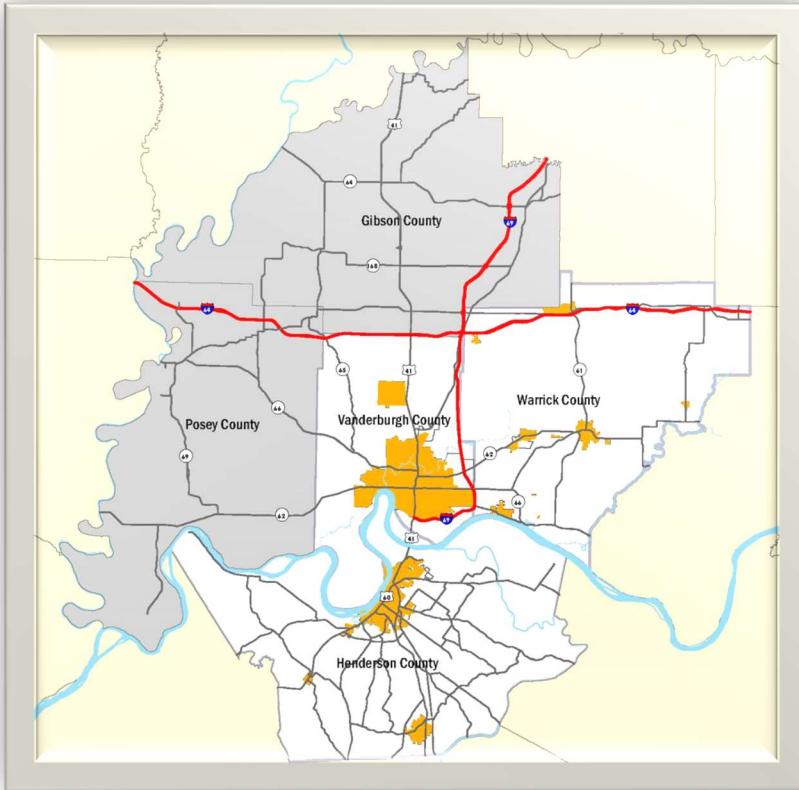
INDIRECT RATE = INDIRECT COSTS/DIRECT SALARIES (NET)

- a. Salaries represent net salaries after deduction for vacations, holidays, and personal leave.
- b. Indirect Personnel - 50% of Fiscal Officer's time,
and 25% of Transportation Planners and Tech - based upon time sheets.
- c. Fringe benefits are estimated at 0.912295 (Pre-determined)
- d. Indirect rate is estimated at 0.6788 (Pre-determined)

A Pre-Determined is rate is used for Fringe and Indirect on even years. (2024)

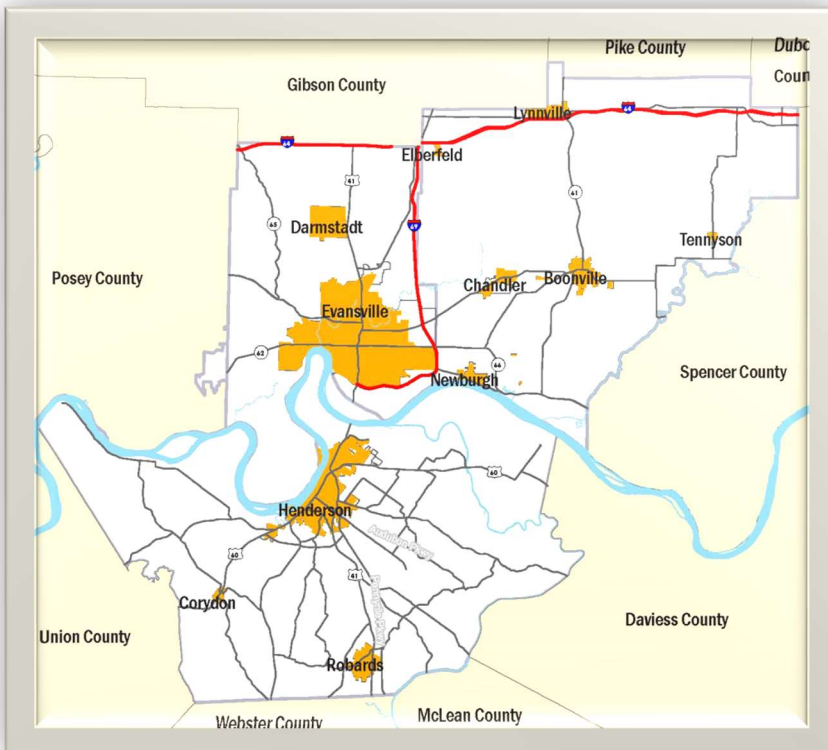
FRINGE BREAKDOWN

Dental/ Vision/ Health Insurance	\$153,000
FICA	\$54,124
PERF	\$99,323
Workman Comp	\$2,475
Unemployment	\$500
Vacation, Holiday and Personal Leave	\$110,258
Accum-Sick V	\$14,620
TOTAL	\$434,300



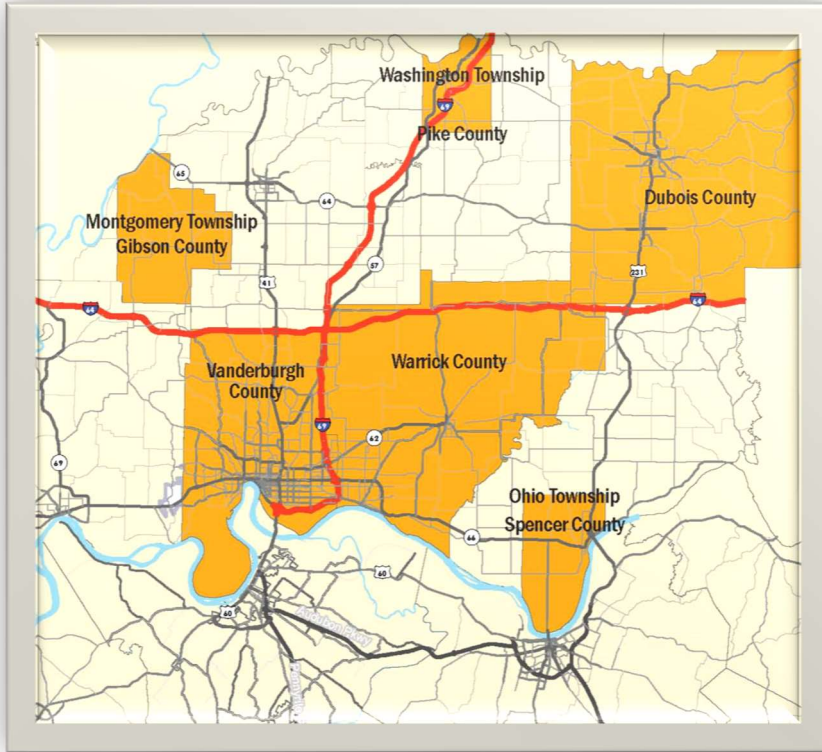
EVANSVILLE MPO

Regional
Transportation
Planning
Area



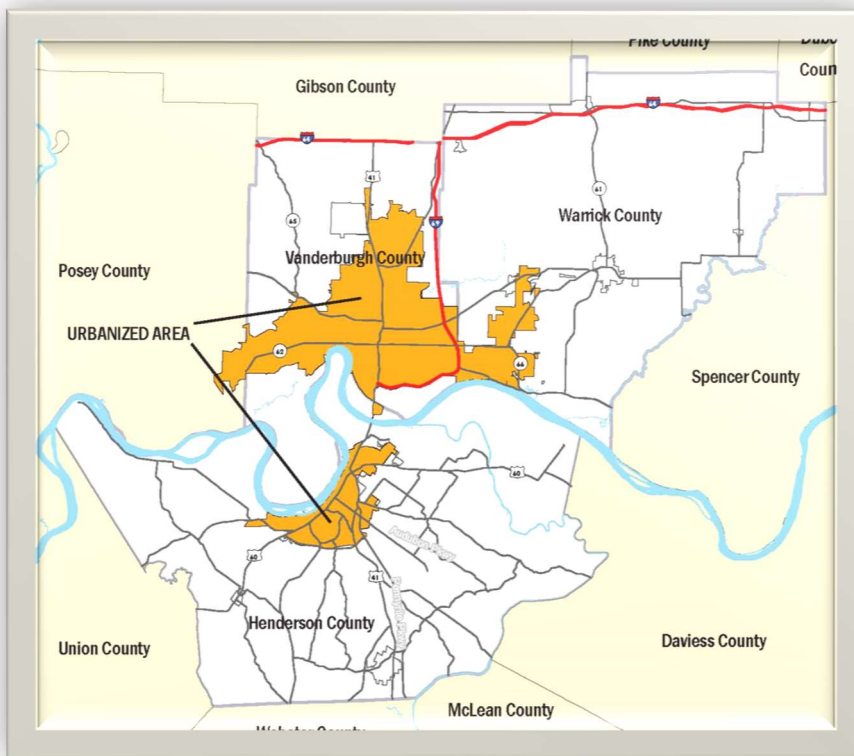
EVANSVILLE MPO

Metropolitan
Planning
Area



CONFORMITY

Southwestern
Indiana
PM2.5
Maintenance
Area



EVANSVILLE MPO

Indiana / Kentucky
Urbanized
Area
Boundary

APPENDIX B – OTHER PROJECT ACTIVITIES

Transit vehicle acquisition – Section 5310

PURPOSE

To provide Section 5310 funding to non-profit transportation agencies to purchase vehicles.

RECENT ACCOMPLISHMENTS

11.12.15 Acquisition of replacement vans and additional vans for the Evansville Arc, Easter Seals Rehabilitation Center, Evansville Association for the Blind. Missing Pieces Community Development, and Warrick County Council on Aging.

15 vehicles have been awarded and placed into service between May 2015 – September 2019

FY 2023 & FY 2024 ACTIVITIES

To purchase vehicles for non-profit transportation agencies in 2023 & 2024 with Section 5310 funding.

FINAL PRODUCTS

Replacement vehicles (vans for the disabled)

ESTIMATED BUDGET

Project estimated costs: \$255,938 (per year)

FTA Section 5310 funds: \$204,750

Local share paid by the non-profits: \$51,188

These funds are administered through the TrAMS and Echo web-based programs.

ESTIMATED TIMEFRAME

Obligation is required within 2 years plus the year published in the Federal Register.

RESPONSIBILITY

Evansville MPO to disperse the Section 5310 portion of the funds to the transit manufacturer and to perform vehicle inspections.

The non-profit to provide the local match for the vehicles and pick it up.

MEMORANDUM OF AGREEMENT
By and Between
EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
INDIANA DEPARTMENT OF TRANSPORTATION
KENTUCKY TRANSPORTATION CABINET
METROPOLITAN EVANSVILLE TRANSIT SYSTEM
HENDERSON AREA RAPID TRANSIT

This Memorandum of Agreement (MOA) is made by and between the Evansville Metropolitan Planning Organization herein after referred to as the EMPO, the Indiana Department of Transportation herein after referred to as INDOT, the Kentucky Transportation Cabinet, herein after referred to as KYTC, the Metropolitan Evansville Transit System herein after referred to as METS, and the Henderson Area Rapid Transit herein after referred to as HART.

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) and its previous sister legislative acts the Safe, Accountable, Flexible, & Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), the 1998 Transportation Efficiency Act for the 21st Century (TEA-21) and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) require the establishment of Agreements among certain agencies involved in the transportation planning process, and

WHEREAS, the transportation planning process for the Evansville Metropolitan Planning Organization includes the following agencies:

Evansville Metropolitan Planning Organization	(EMPO)
Indiana Department of Transportation	(INDOT)
Kentucky Transportation Cabinet	(KYTC)
Metropolitan Evansville Transit System	(METS)
Henderson Area Rapid Transit	(HART)

NOW THEREFORE the agencies mutually agree as follows:

WHEREAS, MAP-21 requires the establishment of agreements between the State(s), the Metropolitan Planning Organization (MPO) and the public transportation operator(s), and

WHEREAS, the EMPO is the designated MPO for Vanderburgh County and Warrick County in Indiana and Henderson County in Kentucky, and

WHEREAS, METS and HART are the designated recipients for FTA Section 5307 and Section 5339 in the Evansville-Henderson Urbanized Area, and

WHEREAS, the EMPO has established various advisory groups, which provide input and direction, as well as assist and advise it on transportation planning and programming considerations. Membership in these technical, advisory, and citizens groups include, but are not limited to, persons representing Vanderburgh County, Warrick County, Henderson County, City of Evansville, Town of Newburgh, City of Henderson and public and private transportation providers, and others not listed in this agreement.

The EMPO, INDOT, KYTC and METS, HART mutually agree as follows:

RESPONSIBILITIES OF THE EMPO:

Structure

- A. The EMPO organizational structure consists of a Technical Committee, the EMPO Policy Committee, and various advisory committees.

The Policy Committee includes the following voting representing organizations:

- City of Evansville - City Council (2) Mayoral (2)
- Vanderburgh County- County Commission (2) County Council (1)
- City of Henderson (1)
- Town of Newburgh (1)
- Warrick County (1)
- Henderson County (1)
- INDOT (1)
- KYTC (1)

- B. The Technical Committee includes the following voting members:

The EMPO Technical Committee includes the technical staff of the EMPO Policy Committee plus other represented LPAs, as recommended by MAP-21 and subsequent federal transportation acts, to conduct the transportation planning process. Technical Committee members also include but are not limited to: freight, transit, port authorities, railroads, schools, and State and Federal agencies. Actions by the Technical Committee are advisory to the Policy Committee.

The EMPO Citizens Advisory Committee is a project-specific committee and consists of members with expertise for each project.

The Policy Committee and the Technical Committee generally meet monthly. All other committees meet on an "as needed" basis.

Transportation Plan

1. The EMPO will develop and maintain a Transportation Plan (TP) and corresponding Conformity Analysis (if required) in cooperation with INDOT and KYTC, its transit providers and other agency partners at least every 4 years as required by law.
2. The EMPO, with the cooperation and assistance of METS and HART, will implement transit performance management as part of the planning process of the Transportation Plan. This process will include the identification, selection, and description of performance targets, the adoption of a strategy designed to achieve the targets, and periodic reporting on the achievements of the performance targets.
3. The EMPO will utilize the MAP-21 planning factors in the development of the Transportation Plan.
4. The EMPO is responsible for developing a financially reasonable Transportation Plan in consultation with INDOT and KYTC, its area public transit providers and the FHWA and FTA in compliance with current federal planning regulations.
5. The EMPO will include a financial plan that demonstrates the consistency of the Transportation Improvement Program (TIP) and Transportation Plan with available and projected sources of revenue. INDOT and KYTC will provide the EMPO with reasonable estimates of available and projected funding by category on a regular basis.
6. The EMPO Policy Committee approves the Transportation Plan and its periodic updates. All proposed TP amendments must include a project description, project cost, phase, federal, state, local and total dollar amount. Amendments and administrative modifications will follow the procedures outlined in the EMPO Participation Plan in force at the time of the action needed.
7. A Conformity Determination shall be completed for each Transportation Improvement Program and Transportation Plan developed by the EMPO, which indicates that the plans maintain the area's air quality standard as identified by the Interagency Consultation Group Procedures.

Public Participation and Involvement

1. The EMPO will maintain a Participation Plan that is adopted by the Policy Committee. The plan will include coordination with the INDOT and KYTC participation processes. This Plan is followed during the development of the Transportation Plan and the Transportation Improvement Program. The EMPO TIP participation process will serve to meet the METS and HART public participation requirements.

2. The EMPO will comply with all appropriate federal certifications and assurances, civil rights and DBE requirements, Title VI submittals, ADA, and procurement activities guidelines. The EMPO will complete a Title VI analysis for the urbanized area for any program or activity for which the EMPO receives federal financial assistance. INDOT's Office of Economic Opportunity will be the INDOT contact for these efforts.

Transportation Improvement Program (TIP)

1. The EMPO will complete a fiscally constrained Transportation Improvement Program (TIP), as needed, in cooperation and coordination with the partners identified in this agreement. The EMPO will update the TIP a minimum of every other year and each new TIP shall cover a four year program period. The development of a new TIP will follow the current EMPO Participation Plan in force at the time of the TIP development.
2. The EMPO will submit an approved TIP to INDOT and KYTC in a timely manner.
3. The EMPO will concur with the planning regulations for Self Certification to INDOT, KYTC, FHWA and the FTA regarding the EMPO's ability and intention to provide and fulfill the transportation planning requirement for the Metropolitan Planning Area (MPA). This will be made available as part of the Transportation Improvement Program (TIP) process.
4. All federal aid funding projects within the EMPO MPA, regardless of funding category, will be included in the fiscally constrained TIP.
5. The Policy Committee of the EMPO approves the TIP followed by approval by the INDOT and KYTC Commissioners on behalf of the Governors, and it is included in the Indiana and Kentucky Statewide Transportation Improvement Programs (STIP) by reference or amendment. The STIP is approved by the Federal Highway Administration and the Federal Transit Administration along with the new TIP and any amendments.
6. TIP amendment requests from project sponsors will be processed in accordance with the EMPO Participation Plan in force at the time of the request, as well as in accordance with the Interagency Consultation Group (ICG) and approved air quality conformity procedures.
7. Calls for projects will be made at various times depending on the funding category and the availability of funds in each category. Projects will be selected based on the current selection process in force at the time of the call.
8. The EMPO will provide and maintain a website that provides TIP and associated amendments for interested parties, public and agency consumption.
9. The Congestion Management Process (CMP) will be used in identifying and selecting projects during TP and TIP updates, including those projects located on the States' highway network.

10. Where needed, a Conformity Determination shall be completed for each Transportation Improvement Program (TIP) and Transportation Plan and developed by the EMPO working with state and local project sponsors. This ensures plans, programs and projects maintain proper air quality conformity for a region.

Travel Demand Forecasting

1. The EMPO is responsible for developing and maintaining a travel demand forecasting model for the EMPO Metropolitan Planning Area (MPA).

Unified Planning Work Program

1. A Unified Planning Work Program (UPWP) will be prepared by the EMPO in cooperation and consultation with INDOT, KYTC, FHWA, FTA and the transit operators.
2. The EMPO will consider, and where feasible, include the planning emphasis areas (PEA's) identified by FHWA and FTA in the preparation of the UPWP. Emphasis areas must be received prior to January 31st to receive proper consideration.
3. The EMPO will complete its Cost Allocation Plan by February 28 and UPWP draft by April 1st of each year. However, the EMPO's ability to meet this timeline is affected by INDOT and KYTC providing timely PL Distribution numbers. Should PL funding information be delayed, the EMPO may flat-line the estimated funding based upon the prior year and then adjust the PL funding when final figures are obtained. The INDOT and KYTC Central Office Asset Management, Program Engineering and Road Inventory Division will take the lead in this effort in cooperation with the EMPO Council and the INDOT and KYTC Central Office Project Finance Division and the INDOT and KYTC Transit Office.
4. The EMPO will prepare a UPWP for the Fiscal Year that will take effect beginning on July 1 of the same year. The EMPO will submit to INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division and KYTC Division of Planning and KYTC Office of Transportation Delivery a final Unified Planning Work Program in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.
5. Amendments to the UPWP may arise when special planning projects are initiated after the adoption of the current UPWP. Amendments require the source of Federal Funds, source of local funds with a commitment letter from the agency providing the local funds, a project description, a project schedule, responsible parties, breakdown between the amount of pay for consultants versus salaries, and products. UPWP amendments will be approved through the Policy Committee by signing of a resolution. The resolution and changes will be forwarded to the responsible state agency so that a purchase order may be created.

Management Systems

1. The development and implementation of a congestion management process (CMP), where needed, for the EMPO Metropolitan Planning Area will be the responsibility of the EMPO in cooperation with INDOT KYTC, FTA and FHWA. Technical Planning Section, within the Asset Planning & Management Division will be the INDOT Leads.
2. The EMPO will work cooperatively with the Technical Planning Section, within the Asset Planning & Management Division as the lead and other relevant INDOT and KYTC Divisions and other public agencies in the development of the other specified management systems as appropriate.
3. The EMPO will maintain a Congestion Management Process in cooperation with the Technical Planning Section, within the Asset Planning & Management Division. The Congestion Management Process shall be coordinated with the development of the Transportation Plan.

Transit Planning

1. The EMPO will sponsor and participate on committees related to the provision and coordination of transit and para-transit services.
2. The EMPO will serve as the lead agency for the development of the "Coordinated Public Transit Human Services Transportation Plan".
3. The EMPO was named the Designated Recipient for the Evansville-Henderson Urbanized Area for the FTA's Section 5310 Mobility of Seniors and Individuals with Disabilities Grant Program. As the Designated Recipient, the EMPO is responsible for conducting a competitive and equitable selection process to award Section 5310 funds apportioned to the Evansville-Henderson Urbanized Area.

Certifications and Assurances

1. The EMPO will sign the annual FTA Certifications and Assurances.

RESPONSIBILITIES OF THE INDIANA DEPARTMENT OF TRANSPORTATION In cooperation with EMPO, and METS:

1. INDOT will provide staff liaisons to coordinate with the MPOs and regularly attend the MPO Council meetings, which are held in Indianapolis.
2. INDOT Technical Planning Section Staff will participate in EMPO Technical or Policy Committee meetings. The District Capital Program Manager will attend the Technical Committee meetings and have voting representation for INDOT. The District Deputy Commissioners will attend the Policy Committee meetings and have voting representation for INDOT.

Transportation Plan and TIP

1. The Indiana Statewide Transportation Plan shall be developed in cooperation with the EMPO Transportation Plan.
2. The INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division will develop a list of planned improvement needs on State jurisdiction highways developed in conjunction and in cooperation with the EMPO for the Metropolitan Planning Area of the EMPO. These identified needs will be consistent with the INDOT Asset Planning and Management Process. This is necessary for the development of data the EMPO needs to develop a Transportation Plan that is consistent with available funding sources and project revenues.
3. The INDOT Central Office Project Finance Division will provide the EMPO in a timely manner with estimates of available federal and state funding as necessary for the development of the financial plans demonstrating the fiscal constraint of the EMPO's Transportation Plan and TIP. Should funding information be delayed for some reason, the EMPO may then flat-line funding based on past information. Should estimates provided by INDOT, or lack thereof, result in the EMPO's inability to obligate all funds in a given fiscal year, the EMPO funds will continue to be made available to the EMPO by INDOT.
4. The INDOT Central Office LPA and Grants Administration Division will develop the Indiana Statewide Transportation Improvement Program in cooperation with the EMPO's transportation planning process and incorporate the EMPO approved TIP by reference or amendment in its entirety. This will be done in cooperation with the Technical Planning Section, within the Asset Planning & Management Division.
5. The INDOT Central Office LPA and Grant Administration Division in cooperation with the Technical Planning Section, within the Asset Planning & Management Division and District staff for the area that includes the EMPO, will provide timely lists of INDOT projects within the EMPO's jurisdiction in sufficient detail and accuracy to allow for the development of a TIP for the EMPO's region.

6. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division working with the LPA and Grant Administration Division will provide in a timely manner lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow the EMPO to develop an Annual List of Obligated Projects (ALOP).
7. INDOT will provide Central and District Office coordination for the EMPO on all matters including the TP and TIP. The Technical Planning Section, within the Asset Planning & Management Division will be the lead in cooperation with the LPA and Grant Administration Division and the appropriate District Office(s) for the area containing the EMPO.
8. INDOT Central and District Offices will collect and share transportation system information with the EMPO to facilitate a cooperative transportation planning process and will conduct training sessions and workshops on pertinent topics. The Technical Planning Section, within the Asset Planning & Management Division will be the lead in this effort.

UPWP Coordination Activities

1. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division will assign a planning liaison to participate in transportation planning activities related to the UPWP (such as review of the document, preparation of contracts following its approval, review of billings submitted by the EMPO, etc.) and also to assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.
2. INDOT Technical Planning Section, within the Asset Planning & Management Division will provide updated consolidated PL figures based on the current PL Distribution formula approved by the FHWA, INDOT and the MPO Council. INDOT will provide these figures by January 31 each year to allow for development of the UPWP.
3. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division will review and provide approval of the UPWP and concurrence with the Cost Allocation Plan in a timely manner, and begin development of the required contracts and purchase orders. INDOT will provide a timely notice-to-proceed, a signed contract and a purchase order.
4. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division will review progress reports through the Planning Liaison and initiate the reimbursement of invoices pursuant to applicable Federal Regulations and Indiana Code 5-17-5, Public Purchases,

RESPONSIBILITIES OF THE KENTUCKY TRANSPORTATION CABINET In cooperation with EMPO, and HART

1. KYTC will provide staff liaisons to coordinate with the EMPO and participate in EMPO Technical and Policy Committee meetings.
2. KYTC will cooperate in the development of a process to identify potential studies and the procedures to undertake such studies.
3. KYTC will administer state and federal transportation planning assistance funds as necessary to carry out the transportation process.
4. For each federal fiscal year, KYTC will provide a list of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which 23 USC and 49 USC Chapter 53 funds were obligated in the preceding fiscal year. Project information will include Item#, county, sponsor, route number, project description, work type and phase, funding type and federal obligation amount. If available, KYTC will also provide information on funding obligations and estimated annual costs for the preceding fiscal year.
5. KYTC will collect and share transportation system information with the EMPO to facilitate a cooperative planning process, including access to data on the condition and performance of state maintained roadways.
6. KYTC will conduct training sessions and workshops on pertinent topics.
7. KYTC will develop a list of planned improvement needs on state highways developed in conjunction and in cooperation with the EMPO for the MPA.

Transportation Plan and TIP

1. KYTC will provide Central and District Office coordination with the EMPO on all matters including the TP and TIP including timely, detailed and accurate lists of KYTC projects within the EMPO.
2. KYTC will develop its Statewide Transportation Program (STIP) in cooperation with the EMPO transportation planning process and, upon approval by the Governor or appointee, FHWA and FTA, incorporate the EMPO TIP by reference or amendment in its entirety.
3. KYTC will provide the EMPO with estimates of available federal and state funding as necessary to ensure compliance with fiscal constraint requirements for the EMPO MTP and TIP. Should funding information be delayed, the EMP may develop estimates based on recent precedent.

4. Kentucky Statewide Transportation Plan shall be developed in cooperation with the EMPO Transportation Plan.
5. KYTC will develop a list of planned improvement needs on State jurisdiction highways developed in conjunction and in cooperation with the EMPO for the Metropolitan Planning Area of the EMPO. These identified needs will be consistent with the KYTC Asset Planning and Management Process. This is necessary in order to develop data the EMPO needs to develop a Transportation Plan that is consistent with available funding sources and project revenues.
6. KYTC will provide the EMPO in a timely manner with estimates of available federal and state funding as necessary for the development of the financial plans demonstrating the fiscal constraint of the EMPO's Transportation Plan and TIP. Should funding information be delayed for some reason, the EMPO may then flat-line funding based on past information.
7. KYTC will develop the Kentucky Statewide Transportation Improvement Program and KYTC STIP in cooperation with the EMPO's transportation planning process and incorporate the EMPO approved TIP by reference or amendment in its entirety.
8. KYTC will provide timely lists of KYTC projects within the EMPO's jurisdiction in sufficient detail and accuracy to allow for the development of a TIP for the EMPO's region.
9. KYTC will develop a Statewide Transportation Improvement Program (STIP) that includes the review and written approval of the EMPO TIP in a timely manner.
10. KYTC will provide in a timely manner lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow the EMPO to develop an Annual List of Obligated Projects (ALOP).
11. KYTC will coordinate with the EMPO on all matters including the TP and TIP.
12. KYTC will collect and share transportation system information with the EMPO to facilitate a cooperative transportation planning process and will conduct training sessions and workshops on pertinent topics.

UPWP Coordination Activities

1. KYTC will assign a planning liaison to participate in transportation planning activities related to the UPWP and assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.

2. KYTC will inform the EMPO of available Kentucky PL funds at its January statewide transportation planning meeting.
3. KYTC will review the UPWP and CAP and develop contracts and purchase orders as necessary.
4. KYTC will review progress reports and invoices pursuant to applicable federal and state regulations.

RESPONSIBILITIES OF THE Metropolitan Evansville Transit System (METS):

1. METS will provide data, including financial planning information, upon request and participate in the development of the Transportation Plan update
2. The provision of necessary data for the analysis and support of the Congestion Management Process, and other management systems where appropriate.
3. METS will provide copies of any transit planning studies, analyses or surveys undertaken with the intention to improve METS services and internal operations.
4. Coordinate with the EMPO to collect and analyze data for the support of management systems when appropriate.
5. METS will participate on the Transportation Technical Committee.
6. METS will participate in the development of the "Coordinated Public Transit Human Services Transportation Plan".
7. METS will provide an annual, fiscally constrained, 5 year Financial Plan that will include operating expenses and revenue and a Program of Project. This information will be used in the development of the TIP.
8. METS will provide a four year capital project and operating plan (program of projects) for inclusion in the TIP to the EMPO. The capital and operating plan will be updated annually and submitted with the Financial Capacity Analysis.
9. METS will provide TIP amendment requests to the EMPO in a timely manner prior to the next scheduled meeting of the Policy Committee and Transportation Technical Committee. All amendment requests will be in writing.
10. METS will provide a copy (PDF file preferred) to the EMPO of each final grant request to the Federal Transit Administration and provide a copy of each grant award acceptance. METS will also provide to the EMPO copies of any modifications to grants after approval.

11. METS will provide a copy (PDF file preferred) to the EMPO of each final grant request to the INDOT Transit Office (PMTF grants) and provide a copy of each grant award acceptance.
12. METS will provide on an annual basis, no later than 90 calendar days following the end of the program year a list of transit projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year.
13. METS will submit annually their operating and capital projects for all federal grant so that they may be submitted to the FTA in the second quarter of the federal fiscal year.
14. METS will be responsible for its Capital Improvement Plan and its ADA Compliance Plan and other activities directly related to the operation of public transit services in the Evansville-Henderson Urbanized Area.
15. METS as the designated recipient of federal transit funds, will be required to provide the necessary local matching funds (unless otherwise agreed to) and will be responsible for maintaining all necessary records in support of the expenditure of those funds.
16. METS shall coordinate with the EMPO to collect and analyze necessary data and relevant information to the Civil Rights Assurances, the Title VI Plan, and grant applications.
17. METS shall file the Annual Report, the National Transit Database documents, the FTA Quarterly Operating Data Reports, the quarterly DBE reports and annual DBE goals, the quarterly Milestone Data Report, the quarterly Progress Narrative Reports, the quarterly Financial Status Reports, the Electronic Drawdowns, and the Closeout documentation for grants.
18. METS agrees that they will be in compliance with all required federal objectives.

Certifications and Assurances

1. METS will sign the annual FTA Certifications and Assurances.

RESPONSIBILITIES OF THE Henderson Area Rapid Transit (HART):

1. HART will provide data, including financial planning information, upon request and participate in the development of the Transportation Plan update.
2. The provision of necessary data for the analysis and support of the Congestion Management Process, and other management systems where appropriate.
3. HART will provide copies of any transit planning studies, analyses or surveys undertaken with the intention to improve HART's services and internal operations.
4. Coordinate with the EMPO to collect and analyze data for the support of management systems when appropriate.
5. HART will participate on the Transportation Technical Committee.
6. HART will participate in the development of the "Coordinated Public Transit Human Services Transportation Plan".
7. HART will provide a Financial Capacity Analysis showing a 5 year Financial Plan as part of the TIP development process. This will be reviewed by KYTC.
8. HART will provide a four year capital project and operating plan (program of projects) for inclusion in the TIP to the EMPO. The capital and operating plan will be updated annually and submitted with the Financial Capacity Analysis. This will be reviewed by KYTC.
9. HART will provide amendment requests to the EMPO in a timely manner prior to the next scheduled meeting of the Policy Committee and Transportation Technical Committee. All amendment requests will be in writing.
10. HART will provide a copy (PDF file preferred) to the EMPO of each final grant request to the Federal Transit Administration and provide a copy of each grant award acceptance.
11. HART will provide on an annual basis, no later than 90 calendar days following the end of the program year a list of transit projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year.
12. HART will submit annually their operating and capital projects for all federal grant so that they may be submitted to the FTA in the first quarter of the federal year.
13. HART will be responsible for its Capital Improvement Plan and its ADA Compliance Plan and other activities directly related to the operation of public transit services in the Evansville-Henderson Urbanized Area.


14. HART as the designated recipient of federal transit funds, will be required to provide the necessary local matching funds (unless otherwise agreed to) and will be responsible for maintaining all necessary records in support of the expenditure of those funds.
15. HART shall coordinate with the EMPO to collect and analyze necessary data and relevant information to the Civil Rights Assurances, the Title VI Plan, and grant applications.
16. HART shall file the Annual Report, the National Transit Database documents, the FTA Quarterly Operating Data Reports, the quarterly DBE reports and annual DBE goals, the quarterly Milestone Data Report, the quarterly Progress Narrative Reports, the quarterly Financial Status Reports, the Electronic Drawdowns, and the Closeout documentation for grants.
17. HART agrees that they will be in compliance with all required federal objectives.

Certifications and Assurances

1. The EMPO will sign the annual FTA Certifications and Assurances.

In witness thereof, the undersigned executive staff members of EMPO, METS, HART, INDOT and KYTC have executed this Memorandum of Agreement on the dates indicated.

For METS:



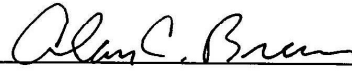
Marty Amsler
Chairman, Board of Public Works

Date 2-5-15




Anthony Brooks
Vice-Chairman, Board of Public Works

Date 2-5-15



A.C. Braun
Member, Board of Public Works


Date 2-5-15



Sharon Evans
Attest

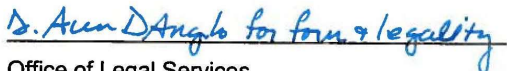
Date 2-5-15

For KYTC:



Secretary of Transportation
Commonwealth of Kentucky Transportation Cabinet

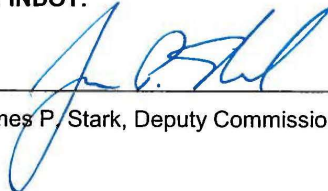
Date 3/20/15



Office of Legal Services
Commonwealth of Kentucky Transportation Cabinet

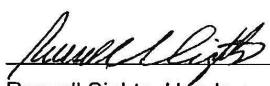
Date March 18, 2015

For INDOT:


James P. Stark, Deputy Commissioner, Innovative Project Delivery

Date 2/24/2015

For HART:


Russell Sights, Henderson City Manager
Henderson Area Rapid Transit

Date 2/9/15

For EMPO:


Policy Board President
Evansville Metropolitan Planning Organization

Date 2/5/15


Executive Director
Evansville Metropolitan Planning Organization

Date 2/12/15

**Memorandum of Agreement Between the
Evansville Metropolitan Planning Organization
and
Henderson Area Rapid Transit**

This Agreement is made between the Evansville Metropolitan Planning Organization (EMPO) and Henderson Area Rapid Transit (HART) acting by and through the City of Henderson, Kentucky. The Evansville Metropolitan Planning Organization will be the sub-recipient of the funds.

The sub-recipient's unique entity identifier (DUNS) is 958121675. The Federal Transit Administration (FTA) Federal Award Identification Number (FAIN) is KY-2021-031. The Federal Award Date was July 23, 2021.

Whereas, the EMPO is the designated Metropolitan Planning Organization (MPO) for the Evansville Metropolitan Area (MPA), and

Whereas, HART is the Public Transit Operator in the City of Henderson, Kentucky, and

Whereas, HART and the EMPO desire to reach an agreement, in which the EMPO agrees to be responsible for certain planning and administrative activities for HART in exchange for the EMPO being compensated by HART in the amount of Twelve Thousand Five Hundred Dollars (\$12,500.00), with \$10,000 coming from the FTA Section 5307 (CFDA: 20.507) award and a local share of \$2,500.

The EMPO agrees to perform the following activities for HART in the EMPO Fiscal Year 2022:

1. The EMPO will prepare and submit in TrAMS (Transit Award Management System) the HART annual FTA (Federal Transit Administration) Urbanized Area Formula Grant (Section 5307), Bus and Bus Facilities Formula Grant (Section 5339), and Mobility of Seniors and Individuals with Disabilities Program Grant (Section 5310) applications. This responsibility also includes the publication of the Program of Projects and the public participation requirements for each grant. These grants will contain no contingency projects, as projects should be known at the start of the grant process.
2. The EMPO will provide assistance to HART as needed to complete the annual Certifications and Assurances in TrAMS.
3. The EMPO will provide technical assistance to HART regarding the TrAMS internet based grant application and management program, including monitoring of quarterly milestone reports and other related services as reasonably requested by HART and/or City of Henderson Officials.
4. The EMPO will provide technical assistance to HART during the Triennial Review and act as a liaison with FTA Region V.

5. The EMPO will provide specialized transit planning assistance to HART as reasonably requested, including, but not limited to new marketing materials, route planning, or other reasonable requests. Remix transit planning software will be utilized to assist in transit planning.
6. The EMPO will provide assistance to HART in identifying sources of State and Federal funding.
7. The EMPO, with assistance from HART, will prepare and update the Regional Transit Asset Management Plan.
8. The EMPO will assist HART in preparing and updating the Public Transportation Agency Safety Plan (PTASP).
9. The EMPO will provide assistance to HART in preparing and updating HART's Title VI Program, Public Participation Plan, Limited English Proficiency Plan, and Safety Program as requested.
10. The EMPO will provide access to HART and auditors to EMPO's records and financial statements as necessary to meet requirements of the Federal award.

HART agrees to provide the following information/assistance to the MPO in Fiscal Year 2022:

1. HART will request available FTA funding amounts from the MPO prior to developing their FY 2022 budget. If full year apportionment data is not yet available from the FTA, the FY 2022 budget will be based on estimated totals until full year apportionment amounts are available.
2. HART will submit their FY 2022 budget, including all funding sources, to EMPO staff prior to January 1, 2022 in order to complete the FY 2022 grant application in TrAMS by the FTA's submittal deadline (typically by May 1). Delays in receipt of the budget by the EMPO will result in delays of completion of the grant application and subsequently availability of funds.
3. HART will provide the EMPO additional information and clarification regarding their FY 2022 budget as needed, in order to complete the grant submission on schedule.
4. HART will schedule public meetings required for submittal of the grant and receive approval from the City of Henderson Board of Commissioners to submit the grant in TrAMS. EMPO will provide a range of dates when the public meetings must be held in order to meet the submittal schedule.
5. HART will inform EMPO staff of the dates of HART's Triennial Review and provide EMPO staff with questions related to planning and grant development they will be asked to answer or assist in answering to the Triennial Review committee.
6. HART will attend the EMPO Certification Review as requested to assist the EMPO in answering HART related questions asked by the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA).

7. HART will ensure that the City of Henderson's City Manager and City Attorney PIN the Certifications and Assurances in TrAMS within one month of notice of availability of Certifications and Assurances.
8. HART will work with EMPO staff and provide the appropriate information in order to complete updates to the Regional Transit Asset Management Plan.
9. HART will complete, submit, and update the Public Transportation Agency Safety Plan (PTASP) with assistance from EMPO staff.

Time of Performance

This Agreement shall commence on July 1, 2021 and conclude on June 30, 2022. The EMPO fee for services performed shall also commence and conclude on these dates. The Agreement will be incorporated as part of the Unified Planning Work Program (UPWP). A new Agreement will be created for the next Fiscal Year prior to the conclusion of this Agreement on June 30, 2021 or immediately following approval of the FY 2022 grant application by the FTA.

Compensation and Method of Payment

This Agreement for services performed is subject to the maximum compensation set forth in the Unified Planning Work Program (UPWP). The total amount due to the EMPO under this agreement shall be Twelve Thousand Five Hundred Dollars (\$12,500), with \$10,000 coming from the Section 5307 award and a local share of \$2,500, which shall be divided into installments and paid quarterly upon HART receipt of an invoice and a signed claim form. However, if either party cancels the Agreement, compensation will be made on a pro-rated basis covering the period of service. The MPO will bill HART for direct and indirect costs. The MPO's indirect cost rate is 66.15%. This agreement is closed out once the final invoice is sent and payment to the MPO is made.

Counterpart of the Agreement

This Agreement shall be executed in counterparts, each of which shall be deemed to be an original and such counterparts shall constitute one and the same instrument.

Notice

Any notice relating to this Agreement shall be in writing and signed by the party giving or serving the same and either served in person or delivered by certified mail, addressed to the party as follows:

Brenda Wethington, Transit Superintendent
HART
401 North Elm Street
P.O. Box 716 (*mailing*)
Henderson, KY 42420

Seyed Shokouhzadeh, Executive Director
Evansville MPO
One NW Martin Luther King, Jr. Blvd
Room 316
Evansville, Indiana 47708

Federal Award Requirements

The FTA Master Agreement is herein incorporated by reference.

Evansville Metropolitan Planning Organization

Policy Committee




Jack Corn, Jr., Chairperson

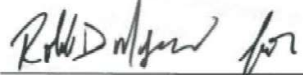


Rusty Fowler, Vice Chairperson

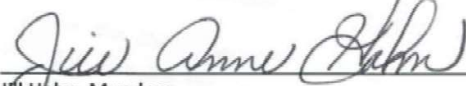
Mayor Lloyd Winnecke, Member



Ronald Beane, Member




Ben Shoulders, Member



Jill Hahn, Member




William "Buzzy" Newman, Member

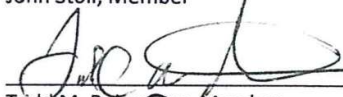


Dan Saylor, Member

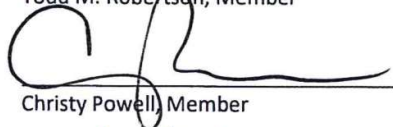
William Hubiak, Member




John Stoll, Member



Todd M. Robertson, Member



Christy Powell, Member



Deneatra Henderson, Member
MPO/HART FY 2022 MOA

Attest By:



Seyed Shokouhzaheh, Executive Director

Date: 9/9/21

City of Henderson, Kentucky



William "Buzzy" Newman, Henderson City Manager

Date: 9/14/21

**Memorandum of Agreement Between the
Evansville Metropolitan Planning Organization
and the
Metropolitan Evansville Transit System**

This Agreement is made between the Evansville Metropolitan Planning Organization (EMPO) and the Metropolitan Evansville Transit System (METS) acting by and through the City of Evansville Board of Public Works (BPW). The Evansville Metropolitan Planning Organization will be the sub-recipient of the funds.

The sub-recipient's unique entity identifier (DUNS) is 958121675. The Federal Transit Administration (FTA) Federal Award Identification Number (FAIN) is IN-2021-035. The Federal Award Date was August 13, 2021.

WHEREAS, the EMPO is the designated Metropolitan Planning Organization (MPO) for the Evansville Metropolitan Area (MPA); and

WHEREAS, METS is the Public Transit Operator in the City of Evansville, Indiana; and

WHEREASE, METS and the EMPO desire to reach an agreement, in which the EMPO agrees to be responsible for certain planning and administrative activities for METS in exchange for the EMPO being compensated by METS in the amount of Twelve Thousand Five Hundred Dollars (\$12,500.00), with \$10,000 coming from the FTA Section 5307 (CFDA: 20.507) award and a local share of \$2,500.

The EMPO agrees to perform the following activities for METS in the EMPO Fiscal Year 2022:

1. The EMPO will prepare and submit in TrAMS (Transit Award Management System) the METS annual FTA (Federal Transit Administration) Urbanized Area Formula Grant (Section 5307) (including any Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding transfers), Bus and Bus Facilities Formula Grant (Section 5339), and Mobility of Seniors and Individuals with Disabilities Program Grant (Section 5310) applications. This responsibility also includes the publication of the Program of Projects and the public participation requirements for each grant. These grants will contain no contingency projects, as projects should be known at the start of the grant process.
2. The EMPO will coordinate a program review meeting with METS in January to discuss the status of current METS projects and funding requirements for potential future projects that may utilize Federal Highway Administration (FHWA) funding, specifically CMAQ funds. Following the meeting, the EMPO will inform METS of program amounts available in the next EMPO fiscal year.
3. The EMPO will provide assistance to METS as needed to complete the annual Certifications and Assurances in TrAMS.

4. The EMPO will provide technical assistance to METS regarding the TrAMS internet based grant application and management program, including monitoring of quarterly milestone reports and other related services as reasonably requested by METS and/or the City of Evansville Department of Transportation and Services.
5. The EMPO will provide technical assistance to METS during the Triennial Review and act as a liaison with FTA Region V.
6. The EMPO will provide specialized transit planning assistance to METS as reasonably requested, including, but not limited to new marketing materials, route planning, or other reasonable requests. Remix transit planning software will be utilized to assist in transit planning.
7. The EMPO will provide assistance to METS in identifying sources of State and Federal funding.
8. The EMPO, with assistance from METS, will prepare and update the Regional Transit Asset Management Plan.
9. The EMPO will assist METS in preparing and updating the Public Transportation Agency Safety Plan (PTASP).
10. The EMPO will assist METS in updating the ADA bus stop inventory to meet the ADA requirements and remain an eligible sub-recipient for Federal funding through INDOT.
11. The EMPO will provide assistance to METS in preparing and updating METS' Title VI Program, Public Participation Plan, Limited English Proficiency Plan, and Safety Program as requested.
12. The EMPO will provide access to METS and auditors to EMPO's records and financial statements as necessary to meet requirements of the Federal award.

METS agrees to provide the following information/assistance to the MPO in Fiscal Year 2022:

1. METS will request available FTA funding amounts from the MPO prior to developing their CY 2022 budget. If full year apportionment data is not yet available from the FTA, the CY 2022 budget will be based on estimated totals until full year apportionment amounts are available.
2. METS will attend a program review meeting in January to discuss the status of current METS projects and funding requirements for potential future projects that may utilize Federal Highway Administration (FHWA) funding.
3. METS will submit their CY 2022 budget, including all funding sources, to EMPO staff prior to January 1, 2022 in order to complete the CY 2022 grant application in TrAMS by the FTA's submittal deadline (typically by May 1). Delays in receipt of the budget by the EMPO will result in delays of completion of the grant application and subsequently availability of funds.
4. METS will provide the EMPO additional information and clarification regarding their CY 2022 budget as needed, in order to complete the grant submission on schedule.

5. METS will provide information and assistance to EMPO staff regarding public meetings held by the EMPO to fulfill grant requirements, including but not limited to, attendance at public meetings to answer public questions and placing EMPO staff on the Board of Public Works (BPW) meeting agenda when requested in order for EMPO staff to gain BPW approval to submit grants in TrAMS.
6. METS will inform EMPO staff of any public meetings conducted by METS.
7. METS will inform EMPO staff of the dates of METS' Triennial Review and provide EMPO staff with questions related to planning and grant development they will be asked to answer or assist in answering to the Triennial Review committee.
8. METS will attend the EMPO Certification Review as requested to assist the EMPO in answering METS related questions asked by the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA).
9. METS will PIN the Certifications and Assurances in TrAMS, including requesting METS' Attorney to PIN the Certifications and Assurances, within one month of notice of availability of Certifications and Assurances.
10. METS will work with EMPO staff and provide the appropriate information in order to complete updates to the Regional Transit Asset Management Plan.
11. METS will complete, submit, and update the Public Transportation Agency Safety Plan (PTASP) with assistance from EMPO staff.
12. METS will complete, submit, and update the ADA bus stop inventory with assistance from EMPO staff.

Time of Performance

This Agreement shall commence on July 1, 2021 and conclude on June 30, 2022. The EMPO fee for services performed shall also commence and conclude on these dates. The Agreement will be incorporated as part of the Unified Planning Work Program (UPWP). A new Agreement will be created for the next Fiscal Year prior to the conclusion of this Agreement on June 30, 2021 or immediately following approval of the CY 2022 grant application by the FTA.

Compensation and Method of Payment

This Agreement for services performed is subject to the maximum compensation set forth in the Unified Planning Work Program (UPWP). The total amount due to the EMPO under this agreement shall be Twelve Thousand Five Hundred Dollars (\$12,500.00), with \$10,000 coming from the Section 5307 award and a local share of \$2,500, which shall be divided into installments and paid quarterly upon METS' receipt of an invoice and a signed claim form. However, if either party cancels the Agreement, compensation will be made on a pro-rated basis covering the period of service. The MPO will bill METS for direct and indirect costs. The MPO's indirect cost rate is 66.15%. This agreement is closed out once the final invoice is sent and payment to the MPO is made.

Counterpart of the Agreement

This Agreement shall be executed in counterparts, each of which shall be deemed to be an original and such counterparts shall constitute one and the same instrument.

Notice

Any notice relating to this Agreement shall be in writing and signed by the party giving or serving the same and either served in person or delivered by certified mail, addressed to the party as follows:

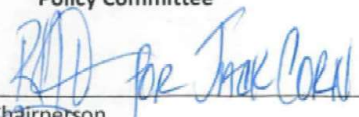
Jonathan Siebeking, Director
METS
601 John Street
Evansville, Indiana 47713

Seyed Shokouhzadeh, Executive Director
Evansville MPO
One NW Martin Luther King, Jr. Blvd
Room 316
Evansville, Indiana 47708

Required Federal Clause

The FTA Master Agreement is herein incorporated by reference.

Evansville Metropolitan Planning Organization
Policy Committee

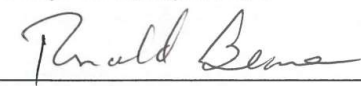


Jack Corn, Jr., Chairperson



Rusty Fowler, Vice Chairperson

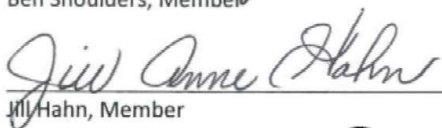
Mayor Lloyd Winnecke, Member



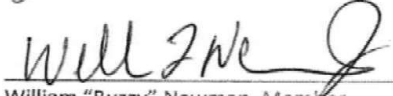
Ronald Beane, Member



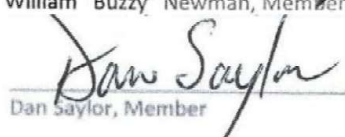
Ben Shoulders, Member



Jill Hahn, Member

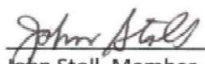


William "Buzzy" Newman, Member



Dan Saylor, Member


William Hubiak, Member



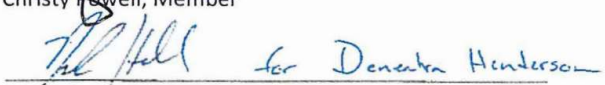
John Stoll, Member



Todd M. Robertson, Member



Christy Howell, Member



Deneatra Henderson, Member
EMPO/METS FY 2022 MOA

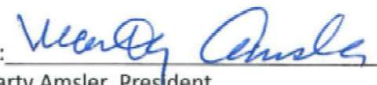
Attest By:



Seyed Shokouhzadeh, Executive Director

Date: 9/9/21

.....
The City of Evansville, Indiana, by and through its
Board of Public Works

By: 

Marty Amsler, President

Attest By:

By: 

Darlene Kirkwood

Date: 9-9-21



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (317) 232-5485
FAX: (317) 232-1499

Eric Holcomb, Governor
Joe McGuinness, Commissioner

February 3, 2021

Seyed Shokouhzadeh, Executive Director
Evansville Metropolitan Planning Organization
1 Northwest Martin Luther King Blvd.,
Evansville, Indiana 47708

Dear Mr. Shokouhzadeh,

INDOT has reviewed the FY 2023 Cost Allocation Plan presented by Evansville MPO for the period of July 1, 2022 through June 30, 2023.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2023 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	91.23%
Indirect	67.41%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

Emmanuel I. Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: E. Tait
R. Nunnally
J. Mitchell
File

www.in.gov/dot/
An Equal Opportunity Employer





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 Planning
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Eric Holcomb, Governor
Michael Smith, Commissioner

February 7, 2023

Seyed Shokouhzadeh, Executive Director
Evansville Metropolitan Planning Organization
1 Northwest Martin Luther King Blvd.,
Evansville, Indiana 47708

Dear Mr. Shokouhzadeh,

INDOT has reviewed the FY 2024 Cost Allocation Plan presented by Evansville MPO for the period of July 1, 2023 through June 30, 2024.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2024 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe 91.23%

Indirect 67.88%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

Emmanuel I. Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: E. Tait
K. Carmany-George
R. Nunnally
J. Mitchell
File

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION – FY 2023**

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Evansville Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Evansville Metropolitan
Planning Organization**



Seyed Shokouhzaadeh

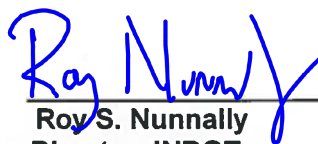
Executive Director

Title

5/5/22

Date

Indiana Department of Transportation



**Roy S. Nunnally
Director, INDOT**

Technical Planning & Programming

Title

5/5/2022

Date

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION – FY 2024**

In accordance with 23 CFR 450.336, and Federal certifications, the Indiana Department of Transportation and the Kokomo and Howard County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Evansville Metropolitan
Planning Organization**



Seyed Shokouhzadeh

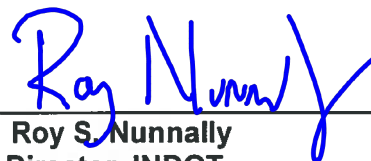
Executive Director

Title



Date

Indiana Department of Transportation



**Roy S. Nunnally
Director, INDOT**

Technical Planning & Programming

Title



Date



Unified Planning Work Program Checklist

Item	Page #	Comment	Regulation or Law Cited
1 FORM AT GUIDELINES			
Bound document			
Dated (left hand corner)			
Page numbers			
2 COVER/TITLE PAGE			
Name of MPO agency and area represented	Cover		
FY of UPWP, contact information, web site	Cover		
Agencies providing funds or support	i		
3 INTRODUCTION/PREFACE			
Table of Contents	ii		
MPO Approval Resolution (signed)	iii		
Committee Members & Responsibilities	iv		[See 23 CFR 450.310 (d)]
Staff Members, Positions & Responsibilities	iv		
Maps - MPO Planning, Urbanized & A.Q. Areas	31-32		[See 23 CFR 450.312]
Planning Factors	7-11		[See 23 CFR 450.306 (a)(1-8)]
UPWP- Definition of UPWP and purpose	6		[See 23 CFR 420.111]
4 WORK ELEMENTS* - Each Work Item should include the following:			
Work Element Number & Title			
Description, including Goals, Objectives and Products			23 CFR 420.111(b)(1) &
Schedule for Completion			23 CFR 450.308(c)
Agency Responsible			23 CFR 450.308(c)
Estimated Cost			23 CFR 420.111(e)
Funding Sources			23 CFR 450.308(c)
ISSUES TO ADDRESS (May be addressed under various work elements listed below or as standalone work elements)			
Safety/Security	12; 15; 16; 18; 20; 22; 23		
Resilience/Reliability (Consider KYTC evaluations of damage-prone areas)	18 & 20		23 CFR 667
Multimodal Planning			
- Freight	17, 19, 20		23 U.S.C. 134(h), (i)(6)
- Transit	12; 13; 15; 22-25		23 U.S.C. 134(c)(2), (i)(2)(H)
- Bike/Pedestrian	13; 16; 20; 22; 23		23 U.S.C. 134(i)(6)(A), 135(f)(3)(A)
Travel Demand Modeling: MTP update, project analysis, report of housing and employment changes and employment-based traffic patterns to KYTC. If not a standalone work element, include summary of modeling-related tasks.	15-16 TDM; 18; 20; 21 MTP; 12;15;22 employ		[See 23 CFR 450.104, Regionally significant project]
Conformity Analysis	20		
ITS Architecture	18-19		23 CFR 940
Congestion Management Process (TMA's only)	15-16		23 CFR 450.322
ADA Transition Plans	14-Dec		FHWA Civil Rights Guidance: www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q12
ADMINISTRATION Work Element - TASK 100			
Major Purchases/Training/Audits	12-14		
General Committee Meetings	12-14		
Planning Agreement:Update as needed	12-14		23 CFR 450.314
UNIFIED PLANNING WORK PROGRAM Work Element - TASK 100			
UPWP Development & Maintenance	12-14		23 CFR 420.111 & 450.308
Annual Performance & Expenditure Report	12-14		23 CFR 420.117(b)
PUBLIC INVOLVEMENT & REPORTING Work Element - Task 100			
Participation Plan Development & Maintenance	12-14		23 CFR 450.316
Annual Listing of Obligated Projects	12-14		23 CFR 450.334
DATA COLLECTION & ANALYSIS Work Element - TASK 200			
Census/Socioeconomic Data	15-17		
Transportation Systems/Urban Boundaries	15-17		
Performance Measures & Targets	15-17		23 CFR 450.306(d)
PROJECT IDENTIFICATION & PRIORITIZATION Work Element - TASK 300			
Identify and Update Projects in CHAF	17-19		
Assist with SHIFT Project Prioritization Activities	18		
Assist with CMAQ Prioritization (CMAQ-eligible areas only)	18; 20	(task 300 & 400)	
Dedicated-STP & Dedicated-TAP Project Selection (TMA's only)	17-19		
TRANSPORTATION IMPROVEMENT PROGRAM Work Element - TASK 300			
TIP Development & Maintenance	17-19		23 CFR 450.326
METROPOLITAN TRANSPORTATION PLAN Work Element - TASK 400			
MTP Development & Maintenance	20-21		23 CFR 450.324
TRANSIT Work Element - TASK 500			
SPECIAL STUDIES Work Element(s): Corridor studies, sub-area studies, etc. (as needed) TASK 600 + Appendix			
5 UPWP SUMMARY			
Funding Sources & Matching Rates	28		23 CFR 450.308(c) & 420.111(b)
Indirect Costs (if applicable)	29-30		
Estimated Effort - Person-Weeks/Hours	various	see each element's mini table for hours	
Expenditures by Work Item & Funding Source	26-27		
6 APPENDICES			
Planning Agreement	35-60		
CAP Approval Letter from KYTC (if charging indirect costs)	61	INDOT - waiting for KY's	
* The Work Elements organizational structure presented in this table is provided as an example only; MPOs may adjust the organizational structure to suit their needs.			
1-Jan-21			

COMMENTS

Date	Agency	Page	Comment	MPO Responses
4/14/22	FTA		No comments. Concurs with FHWA comments.	See FHWA comments MPO responses below:
4/14/22	FHWA	iii	23 CFR 450.314 states... to the extent possible, a single agreement between all responsible parties..... strongly consider combining the agreements when updating the MOAs.	The MPO has one MOA between all parties. The other agreements included are annual agreements between the MPO and the transit agencies which lays out additional responsibilities in which the MPO will provide to the transit agencies for a specific rate.
4/14/22	FHWA	iv	(last paragraph resolution) Should the dates be revised?	This is the date that the Policy committee has endorsed the document. The date has been changed on the cover to reflect the comments date.
4/14/22	FHWA	v	KY Division of Air Quality position is currently vacant	Changed this to vacant.
4/14/22	FHWA	13	FY 2023 & FY 2024 ACTIVITIES--3rd bullet Suggestion to make clear attend both KY and IN MPO Councils	<ul style="list-style-type: none"> Participate in KYTC Statewide Planning meetings & INDOT MPO Councils and working groups for IN & KY. REWORDED THE ABOVE WITH BLUE TEXT.
4/14/22	FHWA	14	FY 2023 & FY 2024 ACTIVITIES CONTINUED—5th bullet from bottom Recommend removing the word "completion" since it is not part of the name	Removed the word "completion." Going forward, the MPO will be removing "completion" from the Performance and Expenditures title on the document as well.
4/14/22	FHWA	14	4th bullet from bottom Suggest making it clear if this an update or a new MOA since it hasn't been updated since 2015. What about the Conformity MOA? will it also be updated?	Updates will only be made to the current MOA. The Evansville MPO does not have a conformity MOA.
4/14/22	FHWA	15	Page 15: FINAL PRODUCTS—6th bullet Suggest making it clear if this is for both KYTC and INDOT.	INDOT, KYTC, and Federal quarterly invoice and progress reports. ADDED THE BLUE TEXT

4/14/22	FHWA	15	9th and 10th bullets Suggest making it clear if this is for both KYTC and INDOT.	The Cost Allocation plans are approved by the Federal Cognizant agency. Sometimes the Federal Agency transfers this responsibility to the state. All grants use this approved allocation rate when indirect rates are used.
4/14/22	FHWA	15	6th bullet from bottom What does CY mean? The update will be due 01/30/23 - should this be CY 2023?	<ul style="list-style-type: none"> CY meant calendar year, the goal was to have it complete by 12/31/22. Added the blue text instead: Complete a full update to Title VI/LEP Plan (by 1/30/2023)
4/14/22	FHWA	15	5th bullet from bottom Should this be listed here since it is not a product but rather an activity?	Moved to activity section
4/14/22	FHWA	15	FINAL PRODUCTS Will the PP be updated? It is supposed to be aligned with the MTP update. It is recommended that it be updated prior to completion of the MTP update to be effective.	<ul style="list-style-type: none"> Participation Plan full update (End FY 2023) <p>ADDED ABOVE BULLET POINT</p>
4/14/22	FHWA	18	RECENT ACCOMPLISHMENTS—2nd bullet Suggest using full name -- "Annual Listing of Obligated Projects".	<ul style="list-style-type: none"> Submitted the Annual Listing of Obligated Projects. <p>ADDED BLUE TEXT</p>
4/14/22	FHWA	19	7th bullet from bottom. The ITS Architecture was updated in 10/2019. Should it be an activity and/or product for FY 2024?	The ITS architecture will continue to be updated as needed when new ITS projects are identified. It is an activity and a product.
4/14/22	FHWA	20	FINAL PRODUCTS Is the MPO considering the development of a Freight Plan? If so, that may need to be listed here.	No, the MPO utilized the state freight plans.
4/14/22	FHWA	21	RECENT ACCOMPLISHMENTS--2nd bullet	The MTP 2045 was a recent accomplishment. The MTP 2050 will be completed in this UPWP cycle. What timeframe is considered a recent accomplishment?

			Perhaps an associated year should be listed or this should be removed as this UPWP includes the development of a new MTP.	
4/14/22	FHWA	24	FINAL PRODUCTS--12th bullet Wasn't a complete update to the CPT-HSP was due in 2022? Should that be listed as an accomplishment? If not, recommend this indicate if the plan is being updated and when it will be completed.	Moved this item to the accomplishments, even though it is not technically completed as current and will hopefully be completed by June 30, 2022. <ul style="list-style-type: none"> Coordinated Public Transit- Human Services Plan (summer 2022) Used the wording above:
4/14/22	INDOT		Update funding and activities in the various elements to reflect the increased funding level as indicated in the latest funding distribution sheet.	The MPO has updated the funding sources to reflect the increased funding in IN FTA 5303/PL funding as well as the traffic count software (600 element.)
			FY 2024 COMMENTS	
4/24/23	FHWA	21-22	Final Products MTP is listed twice with different dates?	Removed duplicate with later date.

4/24/23	FHWA	26	Element 600 – Final Products Are the last five items listed under 600.4 under final products on-going activities or are there goal dates for these products?	The original said (“all items through 6/30/24) in an effort to not be redundant. However, to stay consistent, 6/30/24 was added to each item.
4/24/23	FHWA	29	Page 29: Funding by Source What does the * mean by REMIX and what do the red numbers indicate? Are those negative numbers or do mean they something else?	The red and Asterix meant that a Purchase Order was previously issued for this Remix. It was not a negative number just so that it would not be included in a current purchase order.
4/24/23	FHWA	31	FY 2024 Expense Summary <ul style="list-style-type: none"> Do the numbers in the general budget match the CAP dated 1/31/23? Does the percentage of the indirect rate and those in the fringe breakdown match the CAP letter? 	<p>The numbers are the same for operations as what is listed in the CAP. The UPWP does include the Pavement Management Project and some software projects that were not available at the time of the CAP submission.</p> <p>Changed the Indirect Rate from .6741 to .6788 to match the letter. I believe this was just a typo.</p>
4/24/23	FHWA	61	Please include the current CAP letter 4th bullet from bottom	The FY 2024 CAP letter is inserted page 61 ba
4/24/23	FTA		No Comments	
4/24/23	INDOT	28	FY 2024 Total Budget Summaries Please include a summary budget table that identifies PL 2.5% Set Aside	A sentence noting that Y410 is 2.5% PL set aside with 0% local share has been added on pages: 17, 24, & 28.
4/24/23	INDOT	61	CAP Approval Letter Please include the appropriate Cost Approval Letter (CAP) dated February 7, 2023	Inserted CAP approval letter page 61 ba
4/24/23	INDOT	61c	Transportation Planning Process Certification Please include the correct FY 2024 Transportation Planning Process Certification	An updated Certification has been included on page 61c