

Terre Haute Area MPO Transportation Improvement Program SFY 2024 – 2028



Adopted by the Transportation Policy Committee of the Terre Haute Area MPO

Resolution: 01-23-TIP, June 20th, 2023

Effective Date: 8-21-2023

TRANSPORTATION IMPROVEMENT PROGRAM 2024-2028

for the Terre Haute Urbanized Area

Terre Haute Area MPO Policy Committee Adoption:
Indiana Governor's Approval:

Terre Haute Area Metropolitan Planning Organization

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Acknowledgements

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Jim Bramble	Vigo County Auditor
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MPO Transportation Policy Committee
Resolution of Adoption

**TERRE HAUTE AREA
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE**

Resolution Number 01-23-TIP

A resolution approving the Terre Haute Area Metropolitan Planning Organization *State Fiscal Years 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM*, herein after referred to as the TIP.

WHEREAS, Terre Haute Economic Development Corporation. (THEDC) is the Metropolitan Planning Organization (MPO), designated by the Governor of Indiana, for the Terre Haute Urbanized Area and the West Central Indiana Metropolitan Planning Area (MPA) pursuant to 23 CFR 450.310 (Designations); and

WHEREAS, The MPO, in cooperation with the Indiana Department of Transportation and affected public transportation operator(s), is statutorily required to develop and publish a TIP that includes a list of capital and non-capital surface transportation projects proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53, and regionally significant projects requiring an action by the Federal Highway Administration or the Federal Transit Administration, regardless of funding source, to be carried out in the MPA over the next four years; and

WHEREAS, The MPO used a continuous, cooperative and comprehensive (3C) metropolitan Planning Process that substantially complies with the intent of 23 CFR 134 and 23 CFR 450 to develop the TIP; and

WHEREAS, The MPO initiated consultation with the Interagency Consultation Group (IGC) on April 17, 2023 and with the MPO finding that the projects listed in the TIP are exempt, per 40 CFR 93.125 or 127, or they did not take exception to the MPO finding that: 1) each non-exempt project in the TIP is consistent with the design concept and scope of the project that was modeled in the most recent conformity demonstration; 2) the open to traffic date of each project in the TIP is consistent with the open to traffic dates in the most recent conformity demonstration; and 3) that the previous emissions analysis meets the requirements of 40 CFR 118 & 119 and demonstrates the conformity of this TIP; and

WHEREAS, The SFY 2024-2028 TIP will not become official until such time as a formal Air Quality Conformity Finding has been issued by the FHWA and FTA, and

WHEREAS, printed copies of the Draft TIP were available for public review and comment from May 12, 2023 to June 16, 2023 at the THAMPO's office located at 630 Wabash Ave, STE 221, Terre Haute, IN and in electronically accessible format on the World Wide Web; with no adverse public comments received; and

WHEREAS, the Transportation Policy Committee authorized the Committee's Chairperson to sign this resolution; now

THEREFORE BE IT RESOLVED, The THAMPO Transportation Policy Committee hereby approves the aforementioned TIP.

The above and foregoing resolution was hereby adopted this 20th day of June 2023 during a Special meeting of the THAMPO Transportation Policy Committee held in Terre Haute, IN.


Chris Switzer
Commissioner, Vigo County
Transportation Policy Committee Chair

Attest:


Jeremy Weir
Sr. Transportation Planner
Transportation Policy Committee Recorder

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Ch. 01: ABOUT THE 2024- 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Terre Haute Area Metropolitan Planning Organization

Effective transportation planning requires an organization with an area-wide focus and the ability to operate independent of city, town or county jurisdictional boundaries. The United States Congress first officially recognized this need in 1962, when the Federal-Aid Highway Act was enacted. This legislation mandated that all urbanized areas over 50,000 in population were required to establish a “3-C” (continuing, cooperative, comprehensive) planning process to receive federal highway planning and improvement funding (23 USC 134; 49 USC 1603a). In 1969, metropolitan planning organizations (MPOs) were created to conduct the 3-C planning process within these urbanized areas. The Terre Haute Economic Development Corporation was designated as the Terre Haute/West Central Indiana MPO on July 1, 2020. It succeeded the West Central Indiana Economic Development District (May 5, 1975), which succeeded the Vigo County Area Plan Commission (circa. 1972).

The MPO, identified as Terre Haute Area MPO (THAMPO), is mandated by the Federal Government to function within the framework of a Technical Advisory Committee and a Policy Board. The Policy Board, THAMPO Transportation Policy Committee, is comprised of elected officials from the City of Terre Haute, City of Brazil, Town of Harmony, Town of Knightsville, Town of Seelyville, Town of West Terre Haute, Clay County, Vigo County, the President of the Vigo County Area Planning Commission, President of the Terre Haute Regional Airport Executive Committee, and the INDOT Crawfordsville District Deputy Commissioner.

While Urban Area (UA) boundaries are defined by the United States Census Bureau, a Metropolitan Planning Area (MPA) is determined by agreement between the MPO and the Governor(s), and defines the geographic area in which the metropolitan planning process is carried out. The Terre Haute Area MPO MPA contains approximately 600 square miles in Indiana, including the City of Terre Haute, Vigo County, and an area extending into Clay County. The 2020 Census removed the City of Brazil and portion of Clay County from the Terre Haute UA. However, at the time of publishing the SFY



2024 – 2028 Transportation Improvement Program the MPA had been adjusted between the Governor and the MPO to reflect these changes. Therefore, the portion of Clay County will remain in the MPA until a new agreement is in place. Figure 1 illustrates the Terre Haute Area MPO Metropolitan Planning Area, including the 2020 Urbanized Area.

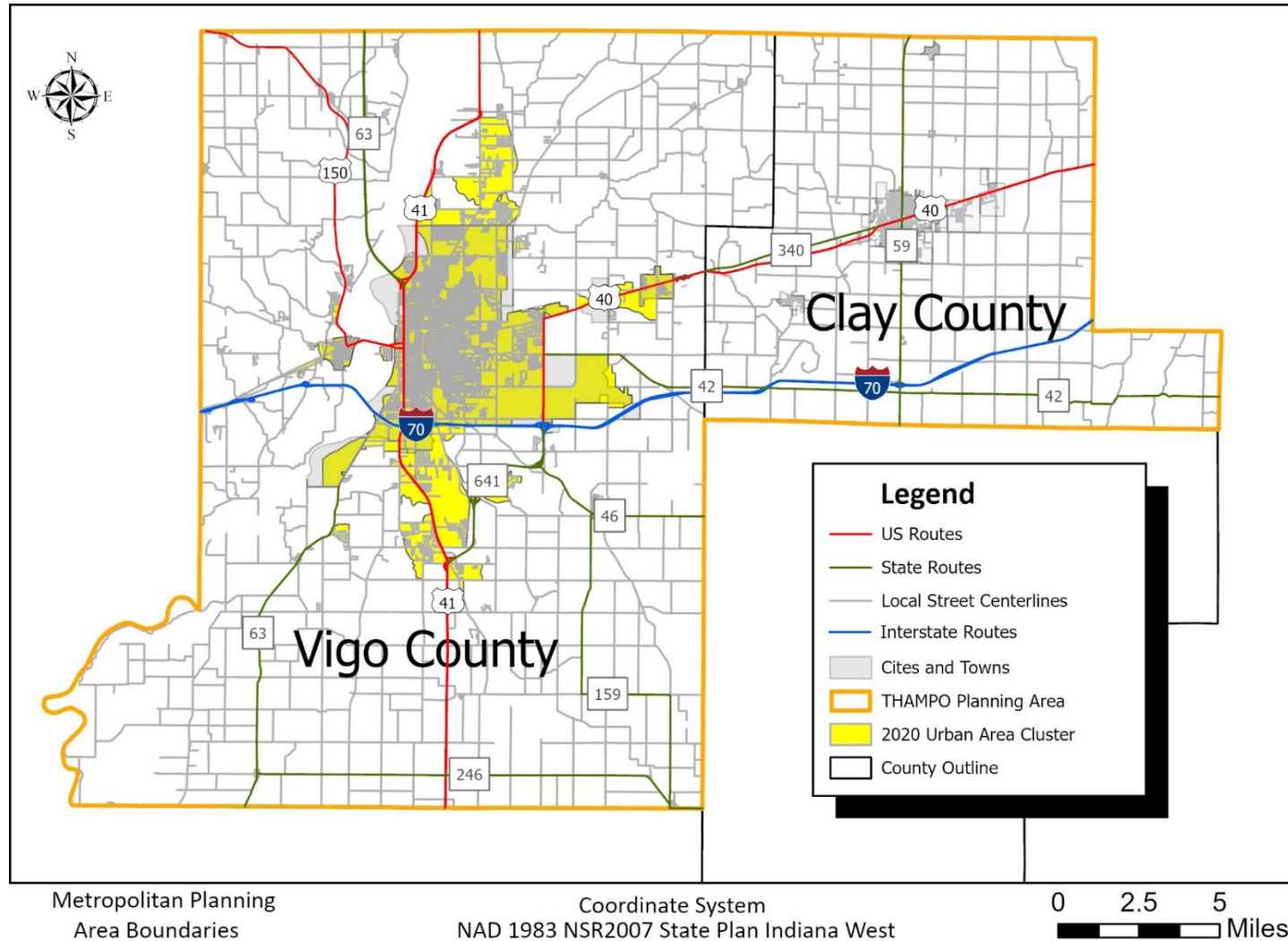


Figure 1 - THAMPO Metropolitan Planning Area

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

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

Federal Transportation Legislation and Regulations

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

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

Federal legislation requires that all transportation projects requesting federal transportation funding under title 23 U.S.C. or the Federal Transit Act funds, in addition to all regionally significant projects regardless of funding source, be included in a TIP. Consideration must be given to the relationship between the projects programmed in the TIP and the planning factors in the FAST Act and subsequent transportation legislation. The Terre Haute Area MPO Metropolitan Transportation Plan 2045 (MTP 2045) and the under development 2050 MTP (anticipated to be adopted September 2023), includes a recommended program that was developed with consideration of the 10 planning factors. The TIP serves as a tool to implement projects from the long-range MTP, as well as a document to keep the public informed about regional projects. Figure 2 illustrates the transportation planning process as it relates to the Terre Haute Area MPO. Project prioritization is discussed further in Chapter 2.

Development of the TIP includes funding schedules and project prioritization for both local and state-initiated projects. This requires the participation of representatives from a multitude of public agencies. Representatives from Vigo County, Terre Haute, Brazil, and Clay County are consulted regarding

transportation priorities for their localities and the region. Additionally, the MPO has ongoing partnerships with the Terre Haute Transit Utility and the non-profit organizations that provide services within the MPA.

State initiated projects are prioritized and selected through the respective state's statewide transportation planning process. The selected state projects are submitted to the Terre Haute Area MPO for inclusion in the TIP. A Memorandum of Agreement was executed in 2023 between the Terre Haute Area MPO, INDOT, and Terre Haute Transit Utility (THTU). The MOA lists the roles and responsibilities of each agency involved in the transportation planning process as required by the regulations.

Relationship to Other Planning Documents

The TIP includes projects from the long- and short- range planning processes. Projects or programs derived from the long-range process must be consistent with the Metropolitan Transportation Plan (MTP 2045), while those in the short-range element are evaluated, developed and prioritized through the MPO call for projects process cooperatively with local public agencies. These may include a variety of activities, including roadway maintenance, active transportation, transit, access management, capacity expansion, and air quality projects. As the MTP provides the basis for the long-range program, additional special studies undertaken by the MPO provide fundamental support for the short-range programs and projects included in the TIP. Such special plans include but are not limited to the Regional Intelligent Transportation Systems (ITS) Architecture, Complete Streets policy, Safety Action Plans, and regional bicycle and pedestrian plans.

The legislation requires that all transportation projects funded through the Federal Transit Administration's (FTA) Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program be derived from a locally developed Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan). The Coordinated Plan must be considered before a project using Section 5310 funds can be included in the TIP.

Projects initiated by INDOT are prioritized and selected through a statewide transportation planning process. The selected state projects are coordinated with the respective Statewide Transportation Improvement Program (STIP), and submitted to the MPO for inclusion in the TIP. They are presented in the full project funding and implementation schedule in Chapter 4.

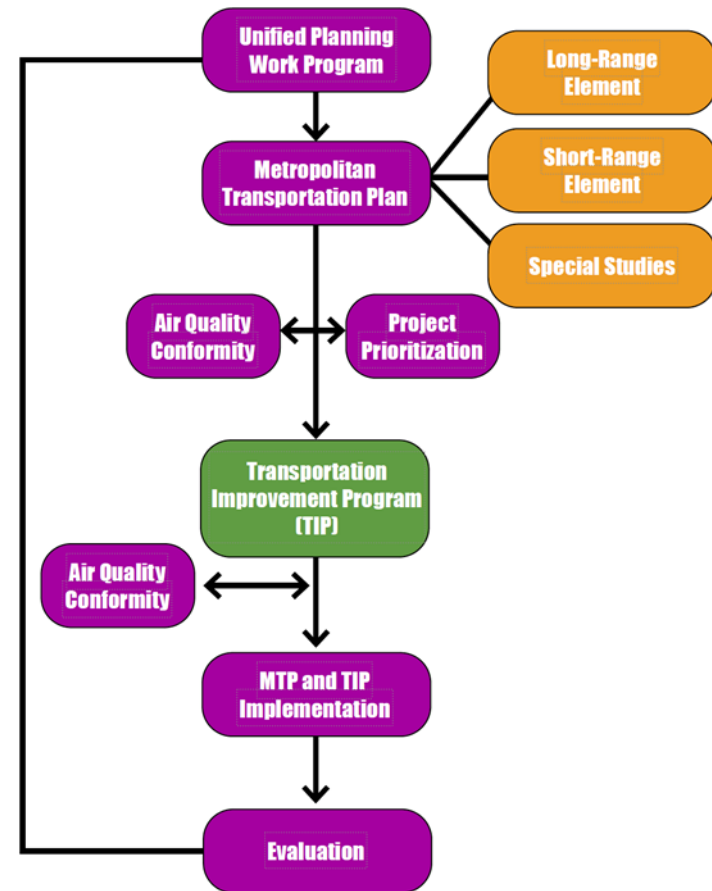


Figure 2 - THAMPO Transportation Planning Process

This transportation improvement program describes how federal transportation funds for highway and transit improvements in the Terre Haute Area MPO Planning Area are to be obligated during the period of July 1, 2023 to June 30, 2028. The 2024–2028 TIP is consistent with the MTP 2045, and is consistent with the Coordinated Plan. The TIP has been developed through a coordinated process consistent with the regulations, planning documents and factors described. While the TIP covers five years of project programming, the FHWA and the FTA will consider the projects in the fifth year as informational.

The MTP 2045 projects can be found in Appendix A.

Performance Targets and Measures

The FHWA and FTA issued transportation planning rules on the statewide and MPO planning process to reflect the use of a performance-based approach to decision-making in support of the national goals. These processes must document how the MPO, INDOT and transit providers shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPO region and the collection of data for the INDOT asset management plan for the National Highway System (NHS).

INDOT Performance Measures

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives, and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety-focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long-range transportation plan are also used to inform the TAMP. The INDOT, MPO and RPO Planning Roles, Responsibilities (PRR) and Planning Procedures Manual (PPM) clarifies roles and responsibilities for transportation planning activities which include the performance-based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds) along with State Construction funds, INDOT's Divisions of Planning

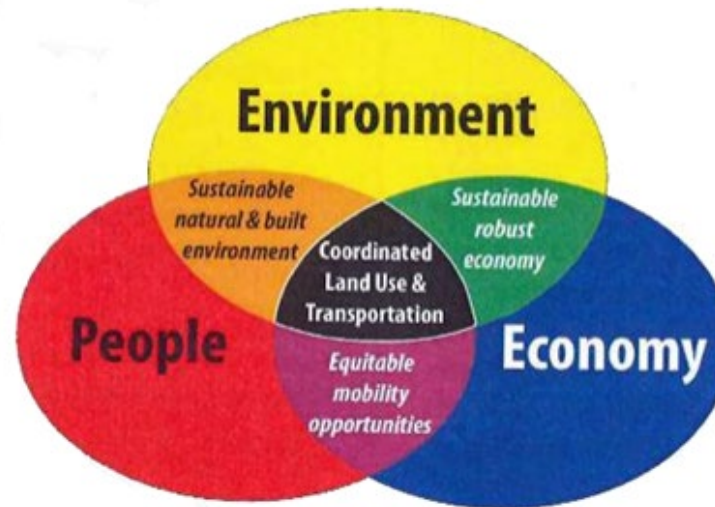


Figure 3 - THAMPO 2045 MTP Pillars of Sustainability

and Statewide Technical Services uses a data-driven process. This process includes performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP), only the first four years of the STIP being recognized by the Federal Highway Administration (FHWA). All projects shown in SFY 2028 (5th year) are illustrative.

This process evaluates projects based on investment strategies and project prioritizations as outlined in the TAMP (June 2022) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and INDOT's executive office for inclusion in the Indiana STIP and the MPO's TIP.

Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by INDOT's Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by INDOT's Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP. Projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by INDOT's Mobility Asset Management Team. Projects funded through the CMAQ program are selected by INDOT's Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings. The THAMPO Transportation Policy Committee selected to support targets set by INDOT. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose of reducing roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads.

Safety

Safety performance targets are provided annually by INDOT to FHWA. The INDOT, MPO's FHWA, and Indiana Criminal Justice Institute (ICJI) collaborate to establish Safety Performance Measures and Safety Performance Targets by August 31 submission deadline.

Rather than setting our own safety targets, the THAMPO Transportation Policy Committee has chosen to support the INDOT safety targets as published in their Highway Safety Improvement Program Annual Reports. The MPO supports those targets by reviewing and programming all HSIP projects with the MPO boundary that are included in the INDOT STIP.

Current safety targets are for calendar year 2023 and are based on an anticipated five-year rolling average (2019-2023). To support progress towards approved highway safety targets, a total of \$23.9 million has been programmed in the FY 2024-2028 TIP to improve highway safety. Table 1 includes the safety performance targets and the safety investment in the TIP.

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

Pavement and Bridge

The pavement and bridge condition performance measure are applicable to the Interstate and non-Interstate highways that comprise the National Highway System (NHS). The NHS includes the Interstate highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measure for assessing bridge condition. INDOT, MPO's and FHWA collectively developed targets for the pavement and bridge performance measures. Performance is assessed and reported over a four-year performance period, the first of which ran from from January 1, 2018 through December 31, 2021. As permitted by regulation, INDOT revisited the four-year targets and submitted revised targets prior to the deadline.

The Transportation Policy Committee moved to support INDOT targets at the January 17, 2023 Policy Board meeting. The MPO supports the targets by reviewing and programming all pavement and bridge projects with the MPO boundary that contribute toward accomplishment of the state infrastructure performance measure targets as included in the INDOT STIP. To support progress towards approved pavement and bridge targets, a total of \$48.8 million and \$68.8 million respectively has been programmed in the FY 2024-2028 TIP to improve pavement and bridge conditions. Table 1 shows the Pavement and Bridge Condition Targets and the pavement and bridge investments in the TIP. Those investments include, but are not limited to, pavement replacement, road reconstruction, and surface treatments for the pavement program and bridge rehabilitation, think deck overlays, and small structure projects for the bridge program.

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and three measures for the CMAQ Program. As with the pavement and bridge performance process, performance is assessed and reported over a four-year period, the first of which ran from January 1, 2018 through December 21,

		2021	2022 Targets	2023 Targets	TIP Support (FY 2024-2028)
Safety	Number of Fatalities	876.2	877.2	894.2	9 project DES#: \$23.9 million in funding
	Rate of Fatalities (per million VMT)	1.074	1.072	1.088	
	Number of serious injuries	3,295.50	3,307.60	3,348.10	
	Rate of serious injuries (per million VMT)	4.034	4.037	4.068	
	Number of non-motorized fatalities and serious injuries	391.4	398.6	399.6	
		Baseline	2-Year Target	4-Year Target	
Pavement	Interstate System - % of pavements in Good condition	74.0%	60.0%	62.0%	6 project DES#: \$48.8 million in funding
	Interstate System - % of pavements in Poor condition	1.0%	1.0%	1.0%	
	Non-Interstate NHS System - % of pavement in Good condition	58.0%	50.0%	48.0%	
	Non-Interstate NHS System - % of pavement in Poor condition	1.0%	1.5%	1.5%	
Bridge	% of NHS Bridges, by deck area in Good condition	50.0%	49.0%	47.5%	23 project DES#: \$68.8 million in funding
	% of NHS Bridges, by deck area in Poor condition	2.4%	3.0%	3.0%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of Travel time reliability (LOTTR)	93.8%	93.0%	93.5%	7 project DES#: \$6.3 million in funding
	Non-interstate System NHS - % of person-miles traveled that are reliable Level of Travel time reliability (LOTTR)	N/A	93.0%	93.5%	
	Interstate System - Level of truck travel time reliability (TTTR)	1.23	1.32	1.30	

Table 1 - INDOT Performance Measures by Number of Projects and Funding

2021. As permitted by regulation, INDOT revisited the four-year targets and submitted revised target prior to an October 1, 2020 deadline. As a maintenance area for 1997 8-hour ozone NAAQS the THAMPO Transportation Policy Committee moved to support INDOT's revised targets at the January 17, 2023 Policy Board meeting. The MPO supports the targets be reviewing and programming all state performance project with in the MPO boundary that contribute toward accomplishment of the state system performance measure target as included in the INDOT STIP. To support progress towards approved freight movement performance targets, a total of \$6.3 million has been programmed in the FY 2024-2028 TIP to system performance. Table 1 shows the System Performance Targets and the applicable investments in the TIP.

Local Highway Performance Measures

As defined by Title 23, USC 150, transportation performance measures for the Federal-aid highway program are grouped into the following six elements: 1) Pavement Conditions; 2) Bridge Conditions; 3) Travel Time Reliability; 4) Interstate Freight Reliability; 5) On-Road Mobile Emission; and 6) Safety. INDOT established its own targets and they are outlined in the STIP.

Of the six performance measures, only one is applicable to a local project level review. The performance measures for pavement, bridge, travel-time, and freight apply only to the Interstate system and Non-Interstate routes on the National Highway System. INDOT maintains all the Interstates in Indiana (I-70 in Vigo County and Clay County) and there are no locally maintained roads in the MPA that are on the National Highway System. The On Road Mobile Emission Targets are applicable because Vigo County is a maintenance area for attainment with the National Ambient Air Quality Standards. The only performance measure applicable to us is the safety performance measure. A discussion of its application to project selection can be found in the previous section. The Policy Board adopted the safety targets set by INDOT as the local targets on January 17, 2023. The safety targets are as follows.

Safety Performance Measure Target

• Number of Fatalities	894.2 or fewer
• Rate of Fatalities	1.088 or less
• Number of Serious Injuries	3,348.1 or less
• Rate of Serious Injuries per 100 million miles traveled	4.068 or less
• Number of Non-Motorists Fatalities and Serious Injuries	399.6 or less

Looking at the local projects for which federal funds were requested, the Railroad Grade Separation at 13th Street and 8th Avenue project specifically addresses the safety issues of at grade rail crossings. The 13th and Wabash Avenue intersection improvement project addresses the large number of left-turning vehicles. The Clinton Road project converts a narrow, heavily traveled rural road cross section to a safer urban cross section. The Margaret Drive project addresses a deteriorating road, addresses the large number of left-turning vehicles, and improves the heavily used sidewalk.

Transit Performance Measures

Moving toward developing and approving transit projects based on performance measures, the FTA requires transit systems to develop Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP). The Planning Rules require each MPO to establish targets no later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. MPOs were required to establish their state of Good Repair Targets before June 30, 2017. Terre Haute Transit Utility (THTU) developed and adopted a 2020 through 2025 TAM in October of 2018. The TPC adopted the TAM performance measures with adoption of the FY 2024-2028 TIP.

1) Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark.

Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target
Bus	25%	25%	25%	25%

2) Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark.

Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target
Automobiles	67%	33%	33%	33%

3) Facility – Percent of service vehicles that have met or exceeded their useful life benchmark.

Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target
Admin/Maint. Facilities	10%	10%	10%	10%
Passenger Facilities	10%	10%	10%	10%

The THTU capital projects programmed for each year of this TIP include major bus replacement components such as tires, engines, transmissions, charge air coolers, alternators, ECMs, planetary differentials, fuel pumps, and brake units. Funding for operating assistance includes driver safety training. These projects will keep the transit system in good repair.

2045 MTP Performance Measures Review

When developing a TIP, MPO's are required to address and take into consideration performance target achievements as defined under Title 23, 450.326(d). The IIJA state:

"The TIP shall include, to the maximum extent practicable, a decision of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets."

This is done to ensure that federal transportation dollars are invested wisely and that projects chosen for funding are based on quantifiable metrics. The comparison in this section shows how projects in this TIP meet and address the performance measures identified in the 2045 MTP.

The goals, principles, strategies and performance measures in the 2045 MTP address six areas of importance to the community. The six goals are as follows:

Goal 1: Maintain and Improve the existing transportation system, first and foremost.

Preserving the existing transportation system may consist of traditional maintenance activities such as resurfacing and reconstructing roadways, improving pedestrian access with repaired sidewalks, or rebuilding bridges. Additionally, preservation of the existing system requires applying transportation systems management and operations to improve safety, decrease travel delays, and provide traveler information. Systems management and operations may include upgrading traffic signal systems for better coordination, applying ITS technology for improved transit and emergency services, and using dynamic message signs for special event and traffic incident management.

Development in the MPA should be targeted where there is already existing infrastructure. However, even the new links of a growing network will not function well without maintaining the existing transportation system. Expansion of the regional transportation network must be accomplished in a cost-effective manner that does not divert needed resources from the existing system.

Applicable Performance Measures under this Goal:

- Average pavement condition ratings,
- Average bridge condition ratings,
- Number of miles of reconstructed roads; number of traffic signals added to the traffic management systems,
- Number of reconstructed roads with a Thoroughfare Plan classification of "major collector" or higher,
- Number of added and repaired miles of ADA compliant trails, sidewalks, and bicycle facilities; number of hours of transit service and micro-transit service.

Goal 2: Connect people to jobs, goods, services, education, and recreation opportunities.

Connecting people to destinations requires complete networks. These networks include corridors connecting activity centers, well-connected neighborhoods, including fewer cul-de-sacs and private streets, and well-distributed land use patterns throughout the MPA. People throughout the MPA benefit through improved access to the opportunities they desire. Goods and services are more accessible which can aid in acquiring nutritious

food, health care, and other necessities of life. Better access to educational services can lead to opportunities for upward mobility in the job market. Better connections throughout the community provide people with improved opportunities for increasing their quality of life and supporting local programs. Improved access to destinations increases business sustainability. Access to a well-connected network allows businesses to reduce transportation costs and expand their target audiences, thereby becoming more competitive within the region. Tourism also benefits from improved accessibility by encouraging more residents and visitors to the area to visit local and regional attractions.

Applicable Performance Measures under this Goal:

- Number of added and reconstructed sidewalks with ADA compliant ramps,
- Number of miles of bus routes,
- Number of hours when buses are operating,
- Number of additional Interstate miles in Vigo and Clay County with six lanes,
- Number of dedicated zones for ride sharing and food/package delivery,

Goal 3: Preserve natural, cultural, historic, and agricultural resources.

Investments in transportation infrastructure impact the environment and the course of development patterns. New roadways encourage development and increased automobile use, which affects air and water quality, noise, and safety. Sometimes new roadways can segment natural assets, including important ecosystems and potential open space. Cultural and historical resources, such as structures, local events, and archeological sites, can also be adversely affected by an ever-expanding network.

Exploring new methods for addressing environmental and cultural impacts is essential. This includes consulting with state and federal land use agencies and stakeholder organizations before projects are designed and implemented. For example, well-designed projects can sustainably integrate aspects of the existing natural environment while lessening the disruption of natural habitats or existing water flows. Encouraging more sustainable and energy efficient designs and applications are important parts of preserving natural, cultural, historical, and agricultural resources.

Applicable Performance Measures under this Goal:

- Percent of building permits on existing vacant lots as compared to new greenfield development,
- Number of miles of road with new tree and non-invasive vegetation planting that reduce carbon footprint,
- Number of miles of road reconstruction that includes storm water drainage separation,

Goal 4: Promote and design healthy and livable communities.

Transportation infrastructure can be an integral part of supporting physical activity and social interaction, and therefore improving the overall health of our communities. A livable community means the creation of sustainable urban environments that foster walking, biking, and transit, while reducing dependency on private automobiles. Developing quiet but active neighborhoods and lively activity centers with streets that are designed for pedestrians as well as automobiles helps decrease the use of the automobiles for short trips and daily commutes. This can be achieved by balancing the

need for smooth automobile traffic flow with street design that fits the context of our neighborhoods and supports safety and convenience for other modes of travel.

Context sensitive design features include pedestrian scale building placement and height, mixed land uses, and sustainable patterns of development (appropriate distribution, density, and diversity of land uses). Overcoming barriers to safer neighborhoods, such as fast vehicle traffic and wide intersections that are difficult for pedestrians to cross, allows people to walk and bike to their everyday needs, to school, and to neighborhood parks. Business areas more conducive to non-motorized travel can also entice visitors to stop, stroll, and shop. By providing streets that are designed for all users and that shift more trips to non-motorized modes, the overall safety of the roadway for drivers increases as well.

Applicable Performance Measures under this Goal:

- Number of reconstructed and rehabilitated road miles that can be identified as complete streets,
- Percent of population within ½ mile of quality retail,
- Percent of population within ½ mile of fixed route transit service,
- Number of miles added and reconstructed with green infrastructure that improves drainage, and
- Increase in pedestrian volume and diversity within TOD locations identified in the 2045 MTP,

Goal 5: Provide and improve multi-modal options and accessibility for all users.

Multi-modal transportation refers to integrating multiple transportation modes through the process of planning, implementing, and maintaining transportation systems. Intermodal means a smooth transition of people and goods from one mode to another during a single trip. This approach to providing transportation addresses the mobility of all system users, including the disabled, elderly, children, students, and commuters. Promoting multi-modal options also provides a more comprehensive and inclusive approach to addressing the costs of congestion, crashes, parking, and vehicle ownership.

For many people, being able to comfortably walk to your car from a business, bike to the nearest transit stop, or have access to car-sharing are critical transportation assets. Providing more options for reliable, safe, and economical travel can provide a variety of benefits such as lower household transportation costs, congestion mitigation, and a decrease in negative impacts to the environment. Ultimately, multi-modal options can offer households a better quality of life and improved personal mobility.

Applicable Performance Measures for this Goal include:

- Number of added and repaired miles of ADA compliant sidewalks,
- Number of bus stops with ADA amenities,
- Number of added road miles of bicycle lanes,
- Number of hours of operation and bus route miles, and
- Ratio of Vehicle Hours of Travel (VHT) to Vehicle Miles of Travel (VMT).

Goal 6: Increase safety for all users with the most vulnerable modes.

Safety, in this context, is focused on reducing crashes and saving lives across all modes of transportation. Well-designed facilities are a major factor in improving safety. For example, the design of the roadway may encourage higher speeds even though the intent is to build room for non-typical vehicles and account for driver error. Fatalities and injuries from crashes along with the associated economic costs, including time lost on the job and healthcare, can quickly overburden households too.

Safety is a prominent feature in transportation funding. For example, transportation investments that are funded through the federal-aid process are required to have a safety evaluation as a factor in their selection procedure. In addition, INDOT annually awards funding for safety projects to local jurisdictions throughout Indiana.

Improving the safety of the system with a focus on the more vulnerable users can lead to a reduction in crashes, injuries, and fatalities for all modes. Improving transportation facilities at the more vulnerable places, such as intersections, should also be a priority as these improvements can lead to an overall decrease in traveler delay and associated economic costs. Finally, safety is not just about creating better facilities. It also includes a variety of education and outreach components that are essential to the success of creation of safer transportation systems.

Applicable Performance Measures for this Goal include:

- Crashes per million entering vehicles for intersections,
- Number of pedestrian and bicyclist crashes, and
- Number of crashes whose primary cause was speeding.

Fiscal Constraint

Federal regulations require that the TIP include a demonstration of financial constraint that includes sufficient financial information to determine which projects are to be implemented using current and/or reasonably available revenues. The TIP was developed in a manner that optimizes use of available funds and resources, and serves the transportation needs of the region, as defined in the long-range MTP 2045. The TIP financial plan in Chapter 3 shows the funding programmed for the local FY 2024-2028 program and the anticipated federal funding for the region, and demonstrates that the region has reasonably expected forecasted revenues available to fund the local program of projects as presented in the 2024-2028 TIP.

Fiscal constraint for the INDOT program of projects is demonstrated in their respective STIP document.

Air Quality/Conformity

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856) with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2012, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). In the same Federal Register, USEPA formally designated Vanderburgh and Warrick counties in attainment of the 2008 8-

hour Ozone Standard. As such, USEPA no longer required that the Evansville MPO MTP and TIP demonstrate conformity to the 1997 8-hour Ozone Maintenance State Implementation Plan (SIP).

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

A conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018. Discussion regarding conformity determination can be found in Chapter 2 of the MTP 2045.

Title VI and Environmental Justice

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

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

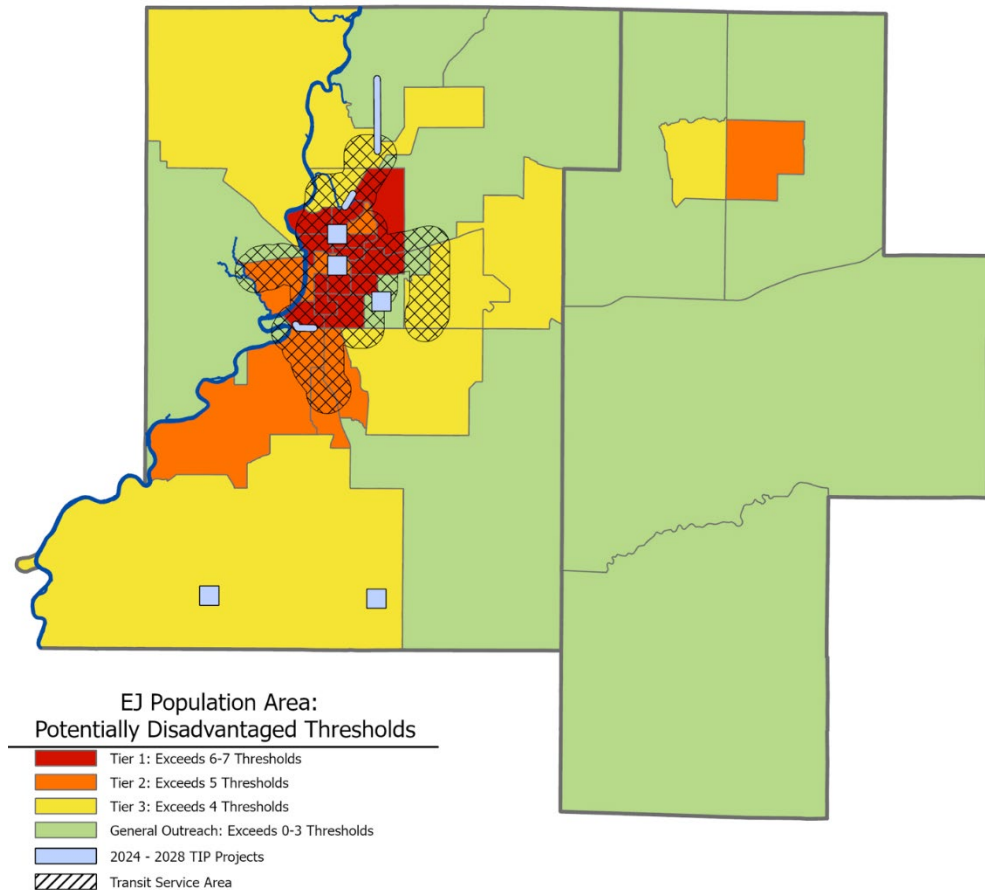


Figure 4 - FY 2024 - 2028 Local Projects and EJ Population Areas

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

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

Figure 4 shows the EJ population areas considered in the project prioritization process and the mapped 2024-2028 TIP local projects. The recommended projects in the MPO 2024-2028 TIP are distributed throughout the region and will not adversely affect areas of disadvantaged populations. Specifically, Low Income populations are a major concern within the MPO. To address this the TIP continues the improvement to the 13th Street/ Clinton Road Corridor. This corridor is a critical component to the transportation network (transit corridor, truck route, and north/south arterial to relieve congestion on US 41) and linking employment areas with neighborhoods with identified EJ population. The TIP also includes two bridge projects that are viewed as critical to assisting the attraction of higher paying jobs to the area. Both projects are located in the southern portion of Vigo County which has been identified as a targeted area for business attraction. The replacement of these bridges will assist in providing freight and logistics routes into the future industrial properties. Appendix B provides more detail regarding EJ population area determination.

Public Outreach

Meaningful public participation is fundamental to the creation of planning processes and transportation decisions that fully address local and regional needs. The Terre Haute Area MPO values public participation because the transportation system is significant to everyone and has far-reaching, long-term impacts in communities and for the region. The Terre Haute Area MPO staff developed the Participation Plan that was adopted by the Policy Committee in July 2020. The Participation Plan is a comprehensive guidance document which, in its implementation, shall ensure that public participation will always be a major component of the Terre Haute Area MPO planning process. The document is available to the public through the MPO website (where it may be viewed and downloaded), and upon request at the MPO office.

On April 26, 2023 the draft 2024-2028 TIP document, the MTP 2045 Addendum and the associated Air Quality Conformity Analysis will be released for a 30-day Public Comment Period which will close on May 26, 2023. Public outreach will include social media and a virtual open house. All events will be announced through social media postings with selected events listed in Legal Notices published in the local news publications.

Ch. 02 – Transportation Improvement Program (TIP) Process

Program Development

The Terre Haute Area Metropolitan Planning Organization followed the regulations and guidelines discussed in Chapter 01 when preparing the 2024-2028 Transportation Improvement Program. The program development, performance progress and maintenance of the document are discussed in the following sections.

For a transportation improvement project to receive federal funding, it is necessary for that project to be consistent with the approved metropolitan transportation plan (MTP) and be included in the transportation improvement program (TIP). The MTP is a 20-plus year planning document that considers the present and future needs of an urbanized area in relation to its transportation system. Using demographic data, computer modeling and public input, the transportation plan recommends a balanced program of transportation improvements that define the path for the region's multimodal transportation system. When the appropriate public decision-makers decide to pursue a particular project recommended in the transportation plan, funding is sought through the relevant MPO or state federal funding program call for projects process.

In lieu of a call for projects for the FY 2024 – 2028 TIP, the MPO held in person meeting with the LPAs to discuss their list of projects that may be eligible for funding assistance through the TIP. This lack of formal notification was deemed necessary due to the existence of currently approved projects still awaiting funding in the years of this TIP. The list of projects generated from this meeting provided the MPO with detailed project support information such as purpose and need statement and a list of all local and regional planning documents that include the project, such as the MTP 2045, asset management plans, ADA transition plans, and green infrastructure plans.

Throughout these meeting, discussion was centered around evaluating candidate projects that were structured to clearly demonstrate support of achievement of the Metropolitan Transportation Plan 2045 Goals, Objectives and Targets and performance measures with an increased consideration for improving accessibility and equity. Secondly, discussions on how the candidate projects should be prioritized to ensure on schedule delivery. The process considered projects that were located in areas of higher density populations, offered greater access to employment and services, and incorporated multimodal elements. The MPO staff reviews the projects on the Environmental Justice (EJ) population area maps to compare the anticipated outcomes and potential impacts of the projects on the surrounding EJ community as well as to identify opportunities to provide ADA improvements and multimodal elements to the proposed projects. Consideration of the emergency events evaluation results, as appropriate, is also part of the program development process.

After the project prioritization process is completed, the selected projects are reviewed for funding eligibility and the project development schedules are confirmed for each project. Project completion, and a demonstrated commitment to project completion, are main factors in the continued funding of existing projects. These projects will be given funding priority for construction phases, followed by new projects prioritized via the meetings. The TIP includes a description of each transportation project or program requesting federal funding and provides a schedule for funding and implementation. Once a project phase receives federal approval for federal funds (obligation), that specific phase will no longer be reflected in a new TIP even though

actual work may remain ongoing or incomplete. Projects and/or phases in an active TIP are not removed as they receive federal obligation. The projects and implementation schedules are provided in Chapter 4.

Transit Process

The Terre Haute Urbanized Area receives Section 5307 Urbanized Area Formula funds and Section 5339 Bus and Bus Facilities Formula funds annually to be sub-allocated to Terre Haute Transit Utility (THTU). With their budget far exceeding the funds received through these grants, it is the responsibility of the Terre Haute Area MPO to maximize these funds towards improving the services provided. The MPO's goal is to provide adequate federal funding to continue current levels of service for THTU and the communities they serve. The MPO consults with the THTU to determine the most appropriate funding use based on their forecasted budgets, capital needs, and past allocations of Section 5307 and Section 5339 funds. Some capital projects may need to be delayed or local funds may be needed to cover the costs that go beyond the available federal funds. The MPO works closely with the THTU to ensure the effective use of funds.

Participation and Outreach

Transportation decisions are more responsive to local needs as a result of the public participation process. Public engagement provides decisionmakers with relevant, applicable information prior to decision-making, and provides the public an opportunity to share perspectives. The Terre Haute Area MPO is responsible for making sure that any funding approved for transportation projects and programs is based on a continuing, cooperative and comprehensive (3-C) planning process. Transportation projects and programs that receive federal transportation funding in the Terre Haute Area MPO region go through this planning process. The Terre Haute Area MPO staff developed the Participation Plan that was adopted by the Policy Committee in July 2020. The Participation Plan is a comprehensive guidance document which, in its implementation, shall ensure that public participation will always be a major component of the Terre Haute Area MPO planning process. The community involvement program for the 2024-2028 Transportation Improvement Program consists of the following activities:

- On January 17, 2023 the Terre Haute Area MPO presented the program of projects and funding levels in the draft 2024-2028 TIP to the Transportation Policy Committee. The committee members were encouraged to review and comment on the program of projects and to provide the TIP and public comment information to their respective groups or agencies.
- On February 28, 2023 a finalized draft list of projects was presented to the Transportation Technical Committee.
- On March 8th, 2023 the draft list of projects was presented to the Citizen Advisory Committee and the Coordinated Public Transportation and Human Services Transportation Plan Steering Committee.
- Open Houses was held on April 11, 2023 at Vigo County Central Library from 4:00pm to 7:00pm. In an attempt to reach a larger portion of the at-risk populations this open house included social services agencies and a "touch-a-bus" education activity.
- A 10-day public comment period has been advertised for April 26, 2023 to May 8, 2023 and was published in the Terre Haute Tribune Star. Public comments can be submitted by mail, email, phone, or in person during office hours. The draft TIP will be available for online review through the Terre Haute MPO website.

- The legal notice was sent to the Policy and Technical Committee members, local news media contacts, CAC members, and consultation agencies.

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

In addition to public engagement during the development of the TIP, the TIP maintenance process also provides engagement opportunities. All Policy and Technical Committee meeting agendas are posted on the MPO website and the amendments are listed as agenda items for both the Technical and Policy Committees. A public notice specifying a 10-day comment period for an amendment is distributed to the media and posted on the Terre Haute Area MPO website. Quarterly Project Update reports provide committee members and the public with current information on the development and implementation progress for projects in the TIP. The Project Update is an agenda item for every Technical and Policy Committee meeting and the reports are posted on the MPO website.

Performance Progress

The IJIA continues the MAP-21 directive for a performance-based approach to the transportation decision-making process. Table 1 lists the eight performance areas along with the related measures and metrics. Responding to the directive, INDOT set statewide targets for the required performance measures established by FHWA. The Terre Haute Area MPO elected to support these statewide targets, and set a few additional targets based on the MTP 2045 Goals and Objectives.

As the implementation tool of the metropolitan transportation plan, the TIP employs a project prioritization process driven by MTP goals and targets to connect investments to the MTP vision.

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

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

Performance Area	Measure	Metric
Highway Safety	5-Year Rolling Average	# of Fatalities
		Rate of Fatalities
		# of Serious Injuries
		Rate of Serious Injuries
		# of non-motorized Fatalities and Serious Injuries
Highway Asset Management	Percent of Pavement Lane Miles	In Good Condition
		In Poor Condition
	Percent of Bridge Deck Area	In Good Condition
		In Poor Condition
Performance of National Highway System	Percent of Person Miles Traveled	Level of Travel Time Reliability
Freight Movement Reliability	Index	Truck Travel Time Reliability
Roadway Congestion	Annual Hours Per Capita	Peak Hour Excessive Delay
	Pecent of	Non-Single Occupancy Travel
Vehicular Emissions	Total Emission Reduction	Volatile Organic Compounds and Nitrogen Oxides
Transit Asset Management	Percent of	Service Vehicles Exceeding Useful Life
		Revenue Vehicle Exceeding Useful Life
		Track Segments with Performance Restrictions
		Facilities Rated Marginal or Poor
Transit Safety	Number and Rate (per Revenue Vehicle Mile)	Fatalities by Mode
		Reportable Injuries by Mode
		Reportable Safety Events by Mode
	Mean Distance	Between Major Mechanical Failure by Mode

Table 2 - Performance-Based Planning and Programming Measures and Metrics

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plans (TAMP) provide detailed information on those initiatives, associated methods for prioritizing projects, goals, objectives and investment strategies, and resulting bridge and pavement conditions based on the 10-year spending plans. Consideration of the emergency events evaluation results is part of the program development process. INDOT also has a Strategic Highway Safety (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. State DOT freight plans, long

range transportation plans, 5- or 6-year highway plans also inform the TAMP and asset management processes. The INDOT Planning Cooperative Procedures Manual (PPM) clarifies MPO and INDOT roles and responsibilities for transportation planning activities including the performance-based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services use a data-driven process, including performance-based business rules, to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP – June 2022) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through the Highway Safety Improvement Program (HSIP) are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and the Performance Based Planning and Programming (PBPP) Working Group.

Safety

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

ESTABLISHED NATIONAL GOALS

Safety:

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition:

To maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction:

To achieve a significant reduction in congestion on the National Highway System.

System Reliability:

To improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality:

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental Sustainability:

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduced Project Delivery Delays:

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Rather than setting MPO regional safety targets, the Terre Haute Area MPO has chosen to support the INDOT safety targets as published in their respective Highway Safety Improvement Program Annual Reports. The MPO supports those targets by reviewing and programming all HSIP projects within the MPO boundary that are included in the INDOT Transportation Improvement Program (STIP).

Current safety targets are for calendar year 2023 and are based on an anticipated five-year rolling average (2019-2023). To support progress towards approved highway safety targets, a total of \$23.9 million has been programmed in the FY 2024-2028 TIP to improve highway safety. Table 1 includes the safety performance targets and the safety investments in the TIP.

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

Pavement and Bridge

The pavement and bridge condition performance measures are applicable to the Interstate and non- Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measures for assessing bridge condition. Performance is assessed and reported over a four-year performance period, the most current of which runs from January 1, 2022 through December 31, 2024.

The Terre Haute Area MPO moved to support INDOT at the January 17, 2023 Policy Committee Meeting. The MPO supports the targets by reviewing and programming all pavement and bridge projects within the MPO boundary that contribute toward accomplishment of the state infrastructure performance measure targets as included in the INDOT State Transportation Improvement Program (STIP). To support progress towards approved pavement and bridge targets, a total of \$48.8 million and \$68.8 million respectively has been programmed in the FY 2024-2028 TIP to improve pavement and bridge conditions. Table 3 shows the Pavement Condition and Bridge Condition Targets and the pavement and bridge investments in the TIP. Those investments include, but are not limited to, pavement replacement, road reconstruction, and surface treatments for the pavement program and bridge rehabilitation, thin deck overlays, and small structure projects for the bridge program.

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement, and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and three measures for the CMAQ program. As with the pavement and bridge performance process, performance is assessed and reported over a four-year performance period, the most current of which runs from January 1, 2022 through December 31, 2024.

The Terre Haute Area MPO moved to support INDOT targets at the January 17, 2023 Policy Committee Meeting. The MPO supports the targets by reviewing and programming all system performance projects within the MPO boundary that contribute toward accomplishment of the state system performance measure target as included in the INDOT State Transportation Improvement Program (STIP). To support progress towards approved freight movement and CMAQ system performance targets, a total of \$6.3 has been programmed in the FY 2024-2028 TIP to system performance. Table 3 shows the System Performance Targets and the applicable investments in the TIP.

Transit Asset Management

Transit Asset Management (TAM) Targets must be set by each transit provider for each applicable asset class annually. The MPO worked with THTU to develop 2017 Performance Measures and 2018 TAM Targets to be included in the initial TAM Plan. Future target updates are added to the TAM Plan annually. To the extent feasible, targets should be supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is for each transit provider to be in a system-wide state of good repair. Shown on page 13 are the 2019-2022 TAM Targets for THTU and the actual Performance Measures for 2019-2021. See the TAM Plan for more details about each of the transit providers' assets and for future updates.

Public Transit Agency Safety Plan

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

TIP Support of TAM and PTASP Targets

The TIP must include projects that support these TAM and Safety Targets. The TIP includes more than \$700 thousand annually for Capital Assistance projects for THTU. This includes funds to replace vehicles as needed, annual preventive maintenance efforts, and to make repairs to bus stops, shelters, terminals, and administration/maintenance facilities. The TIP also includes more than \$3.7 million annually for Operating Assistance for THTU. These Capital and Operating funds will help THTU maintain a state of good repair for their fleet and facilities, ensure safe and reliable vehicles and facilities, and provide safety training for drivers.

TIP Program Maintenance

TIP Amendments and Administrative Modifications

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

TIP Amendment

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

- Significant change in scope of work; or
- Adding a project to, or removing a project from, the TIP; or
- Adding Preliminary Engineering (PE), Right of Way (RW) or Utilities (U) phases to a construction project already in the TIP.
- A significant increase in project construction cost or planning/program estimates, as shown in Table 3

Total Project Cost	Amendment	Administrative Modification
Less than \$2,000,000.00	Greater than or equal to 75%	Less than 75%
\$2,000,000.00 to \$9,999,999.00	Greater than or equal to 50%	Less than 50%
\$10,000,000.00 to 24,999,999.00	Greater than or equal to 40%	Less than 40%
Greater than \$25,000,000.00	Greater than or equal to 30%	Less than 30%

Table 3 - Significant Increase Procedures

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

- Public Comment Period: 10-day comment period. Public Notification:
- TIP amendments will be publicized by way of press releases, and an announcement on the MPO website 10 days prior to the meeting.
- Public Comment Summary Memo: Presented to Policy and Technical Committees prior to adoption. Public comments received will be included in an appendix to the document. Policy and Technical Committee Meetings:
- TIP amendments will be presented at the Technical Committee meeting and adopted at the Policy Committee meeting. Both meetings are open to the public.

Administrative Modification

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

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

- Splitting or combining projects without modifying the original project intent.
- Updating project cost estimates (within the original scope and intent) that do not impact fiscal constraint.

- Moving a project from federal funding to state or local funding.
- Shifting the schedule of a project or phase within the years covered by the TIP.
- Adding projects that are considered “grouped projects” that do not require public review, re-demonstration of fiscal constraint, or a conformity determination. Grouped project categories are listed in Table 4.

Changes that do not require a TIP Modification include:

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

Administrative Modification Procedures

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

Grouped project Caegory	Total Project Cost (costs in thousands)				
	2024	2025	2026	2027	2028
Pavement Preservation					
Includes PPI projects, 1 & 2 lay overlays					
Bridge, Culvert and Small Structure Preservation					
Includes BCPI, bridge painting, inspections, scour, deck overlay, pipeline/replacement					
Signing, marking, striping and rumble strips					
Traffic signal system improvements and lighting					
Median guardrail/cable projects with no change to access					
Rail crossing protection					
Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act					
Commuter ridesharing programs					
Statewide and non-construction activities					
Operating assistance to transit agencies					
Purchase of new buses to replace existing vehicles					
Rehabilitation of transit vehicles					
Federal Regulations permit projects that are not considered to be appropriate scale for individual listing to be combined or Grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's Transportation Conformity Regulations (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.					

Table 4 - Grouped Project List

Ch. 03 Funding the Transportation Improvement Program (TIP)

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

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

Federal Funds

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

FHWA Administered Funds

Surface Transportation Block Grant (STBG) Program

The IIJA continues the long-standing Surface Transportation Block Grant Program (STBG), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered this reimbursement program. The STBG program provides funds that States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the IIJA continues all prior STBG eligibilities including several added under the FAST Act. Activities of some programs that are not separately funded are incorporated as funding set-asides, including transportation alternatives and recreational trails. A portion of STBG funds (equal to 20 percent of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. For public understanding purposes, the set-aside funds are noted in this document, as applicable (TA, RTP, STBG-B). STBG funds can qualify for interstate construction and maintenance, which

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

Table 5 - FHWA and FTA Administered Funds

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

Highway Safety Improvement Program (HSIP)

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

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive CMAQ funds. Projects may include traffic flow improvements, transit strategies, and other demand management techniques. However, projects which result in expanded capacity for single-occupant vehicles (such as added travel lanes) are ineligible for CMAQ funds. The federal obligation for CMAQ projects and programs is up to 80% reimbursement. CMAQ funds are only available to the Vigo County portion of the MPO planning area.

Carbon Reduction Program (CRP)

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

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

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

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

FTA Administered Funds

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

Section 5303 Metropolitan Planning

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

Section 5307 Urbanized Area Formula Funding Program

These funds are available for transit capital projects, operating assistance and planning activities. Funding is based on the Terre Haute Urbanized Area's population and population density, and the revenue miles and passenger miles of Terre Haute Transit Utility. The program covers up to 50% of annual operating costs and up to 80% of annual capital and planning costs, after excluding projected annual fare box revenue from fixed routes and mobility service (up to a predetermined operating cap). The City of Terre Haute must provide the local match.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (THTU) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for "traditional" 5310 projects, which includes vehicle acquisitions and other capital items related to those vehicles and prioritizes non-profit providers over public transportation providers. Funds not used by non-profits may be used by THTU for vehicle acquisition. The remaining funds, up to 45% of the Urbanized Area's total, may be used by THTU for other projects that provide access to public transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A local match is required from the City of Terre Haute or non-profit organization.

Section 5339 Bus and Bus Facilities Formula Funding Program

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

State Funds

State funds can be used as the sole funding instrument for a project or as matching funds to the federal assistance for state-initiated highway projects or programs. The state funds are administered by INDOT and are allocated through their agency project selection processes.

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

Transportation Development Credits (Toll Credits) may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll credits reward states that spend their toll revenue on projects that would otherwise require federal-aid support. Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits.

Local Funds

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. A description of potential local funding sources are as follows:

Local Road and Street Funds

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

Motor Vehicle Highway Account

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

Cumulative Bridge Fund

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

Local Option Auto Excise and Wheel Tax

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

Local Transit Funding

Local transit funding includes fare revenue and funding from the city's general fund. Fare revenue is subtracted from the total operating cost to calculate a net operating cost. The net operating cost is the portion eligible for FTA funding. All other local transit funding comes from general funds of

the City of Terre Haute. Local non-profits derive their local match from a variety of sources, but primarily rely on donations from their boards, clients, and the local community.

Fiscal Constraint

The TIP must be fiscally constrained, which is defined as sufficient financial information to demonstrate that the proposed transportation system improvements can be implemented using committed, available, or reasonably available resources, and with assurance that funding is available to operate and maintain the federally supported transportation system. The funding projections used in the federal fiscal constraint analysis are based on the estimated apportionment levels in the IIJA which runs through federal fiscal year 2026. The funding projections for the outer years of the TIP assume the federal funding remains at the estimated FY 2026 apportionment levels. The one exception is the STBG-B funds shown in FY 2026. In FY 2026 there is a one-time award of additional STBG-R funds of \$10,277,840 as part of a legacy INDOT Local Trax Rail Overpass Program project at 13th Street and 8th Avenue in Terre Haute. Federal fiscal constraint for the FY 2024-2028 TIP is demonstrated in Tables 6 and 7. Federal funds within the first four years of the TIP are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects.

For purposes of local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, Local Option Highway User Tax and Cumulative Bridge accounts is considered. Table 6 summarizes local revenues and federal fund matching costs for the five years of the TIP. Local fiscal constraint is verified by positive balances for regional LPAs. Operation and maintenance efforts are sustainable based on funds available in excess of TIP costs.

During the five-year period of this TIP, the THTU will continue to rely on federal, state and local funds for operating, maintenance and capital expenses. Maintenance of existing services as well as scheduled capital equipment replacement will require revenue beyond the means of the City of Terre Haute, requiring the need for multiple revenue sources. THTU is eligible for FTA Section 5307, 5310 and 5339 funding. In addition to these federal funds, THTU also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds can be used to assist in the financing of operating costs. All other THTU funding is from the City of Terre Haute, primarily through the City's general fund.

Table 8 is a summary of the local transit fiscal analysis. Estimated federal, state and local funding for THTU and local non-profits is compared to the programmed amounts as detailed in the list of projects for the individuals agencies. More specific project information and detailed funding amounts are provided during the grant development process. Additional public outreach is also provided during the grant development process to solicit input regarding the projects and funding sources.

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

Funding Source	Local Program Federal Fiscal Constraint					TIP Total
	2024	2025	2026	2027	2028	
MPO Attributable						
STBG-II	\$ 1,515,000.00	\$ 1,545,300.00	\$ 1,575,600.00	\$ 1,575,600.00	\$ 1,575,600.00	\$ 7,787,100.00
HSIP	\$ 467,000.00	\$ 476,340.00	\$ 485,680.00	\$ 485,680.00	\$ 485,680.00	\$ 2,400,380.00
CMAQ	\$ 829,000.00	\$ 845,580.00	\$ 862,160.00	\$ 862,160.00	\$ 862,160.00	\$ 4,261,060.00
TA	\$ 326,000.00	\$ 332,520.00	\$ 339,040.00	\$ 339,040.00	\$ 339,040.00	\$ 1,675,640.00
CRP	\$ 564,000.00	\$ 575,280.00	\$ 586,560.00	\$ 586,560.00	\$ 586,560.00	\$ 2,898,960.00
PROTECT	\$ 105,000.00	\$ 107,100.00	\$ 109,200.00	\$ 109,200.00	\$ 109,200.00	\$ 539,700.00
STBG-R	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-B	\$ 221,000.00	\$ 15,000.00	\$ 10,498,840.00	\$ 15,000.00	\$ 221,000.00	\$ 10,970,840.00
164 Penalty	\$ 111,000.00	\$ 113,220.00	\$ 115,440.00	\$ 115,440.00	\$ 115,440.00	\$ 570,540.00
Subtotal	\$ 4,138,000.00	\$ 4,010,340.00	\$ 14,572,520.00	\$ 4,088,680.00	\$ 4,294,680.00	\$ 31,104,220.00
MPO Transfers						
NIRPC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MACOG	\$ -	\$ -	\$ 651,000.00	\$ -	\$ -	\$ 651,000.00
APCTC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
KHCGCC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MCCOG	\$ -	\$ (750,000.00)	\$ -	\$ -	\$ -	\$ (750,000.00)
DMMPC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMCMPPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
KIPDA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OKI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
INDOT	\$ 1,582,000.00	\$ (1,750,000.00)	\$ 3,132,000.00	\$ (1,382,000.00)	\$ -	\$ 1,582,000.00
Subtotal	\$ 1,582,000.00	\$ (2,500,000.00)	\$ 3,783,000.00	\$ (1,382,000.00)	\$ -	\$ 1,483,000.00
Local Project Federal Funding Total						
Available Federal	\$ 5,720,000.00	\$ 1,510,340.00	\$ 18,355,520.00	\$ 2,706,680.00	\$ 4,294,680.00	\$ 32,587,220.00
Programmed Federal	\$ 5,228,000.00	\$ 1,392,000.00	\$ 16,623,719.00	\$ 2,293,000.00	\$ -	\$ 25,536,719.00

Table 6 - Local Program Federal Fiscal Constraint

Local Fiscal Constraint and Operation/Maintenance	Projected Local Revenues	Programmed Local Matching Costs	Revenues Available for Operation /Maintenance
Vigo County	\$ 28,970,442.00	\$ 4,256,419.00	\$ 24,714,023.00
City of Terre Haute	\$ 22,361,954.00	\$ 8,511,340.00	\$ 13,850,614.00
Clay County	\$ 7,118,755.00	\$ 82,000.00	\$ 7,036,755.00
City of Brazil	\$ 3,115,581.00	\$ -	\$ 3,115,581.00
Town of Harmony	\$ 260,200.00	\$ -	\$ 260,200.00
Town of Knightsville	\$ 263,000.00	\$ -	\$ 263,000.00
Town of Seelyville	\$ 385,500.00	\$ -	\$ 385,500.00
Town of West Terre Haute	\$ 819,200.00	\$ -	\$ 819,200.00

Table 7 - Local Fiscal Constraint for Operation and Maintenance

Terre Haute Urbanized Area	FY 2024-2028
Estimated Federal Funds (5307, 5339, 5310)	\$ 10,912,710.00
Estimated State & local funds (THTU, PMTF, & non-profits)	\$ 9,406,630.00
Programmed	\$ 20,319,340.00
Difference	\$ -

Table 8 - Local Program Federal Fiscal Constraint for Public Transportation

Ch. 04 Transportation Improvement Program (TIP) Program of Projects

The Fiscal Year 2024-2028 TIP calls for the advancement of a variety of projects and programs at a total cost of approximately \$152 million. The federal share of the total is approximately \$117 million, the state share is approximately \$17 million, and the local share is approximately \$19 million. While the TIP covers five years of project programming, the FHWA and the FTA will consider the projects in the fifth year as informational.

Federal regulations require that the TIP include a list of major projects from the previous TIP that have been implemented or have experienced significant delays in their planned implementation. The projects listed in Table 9 have been completed, are currently under construction/implementation as appropriate to project type or have been withdrawn from the TIP by request of the project sponsor since the FY 2020-2024 TIP was approved. No projects from the FY 2020-2024 TIP have experienced significant delay.

For a complete listing of projects that received federal funding in past fiscal years, the MPO publishes an annual listing of projects (ALOP) for which Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) funds have been obligated. The ALOP reports are posted on the Terre Haute Area MPO website.

TIP Projects Listing

The following pages (43 – 53) present the funding and implementation schedules for all transportation improvement projects proposed to be undertaken in the federal fiscal years 2024-2028. Project cost estimates in the 2024–2028 TIP are developed by individual project sponsors in year of expenditure estimates. Local project costs are monitored on a quarterly basis through the MPO quarterly tracking

Project	Type/Limits	Status
Grade separation of 8th Ave, and 13th Street from CSX Mainline	Bridge - Other Construction	Delayed - CN pushed to SFY 26 due to increase in construction cost
13th and Wabash Ave	Intersection Improvement	Delayed - CN phase moved to SFY 25
Lafayette Ave	From 25th Street to Haythorne Ave.	Completed
Lafayette Ave	From Fort Harrison to 25th Street	Completed
Margaret Drive	25th Street to Fruitridge	Removed - awaiting new funding source
Mill Dam Park Trail Connector	Bicycle and Pedestrian Facility	Removed
Washington Street at CSX RR	Railroad Protection	Completed
Clinton Road	Road Rehabilitation from Park Ave to Hasselburger	Delayed - CN pushed to SFY 26 due to increase in construction cost
Harlan Road	Road Rehabilitation from Industrial Dr. to Sullivan Place	Removed - water line replacement and utility relocation to occur prior to future programming into the TIP
Springhill	7th Street to Erie Canal Road	Under Construction

Table 9 - Completed Projects Since the FY 2020 - 2024 TIP

process. The cost estimates for projects new to the TIP were developed by the project sponsors based on historical costs for projects of comparable scale and design. The listing provide the year(s) of funding, funding type(s), and funding estimates, in addition to further information to describe the improvement being funded.

How to Read the Project Listing

Contract – The column headed as Contract is used to identify the number associated with the contract awarded via the letting process.

DES – The unique project identification number assigned by INDOT, FTA, or the MPO

Route – The column labeled Route is used to identify the street or road that the project will be occurring on. For INDOT projects it will reference the common road name and for Local Planning Agencies projects it will reference that local road and street database number. The common street name of local sponsored projects can be found in the Location Column.

Work Category – Provides description for grouping of work to be performed.

Work Type – The principal type of work to be performed.

Location – Self-explanatory.

AQ Exempt – Indicates whether the project is exempt from an air quality conformity determination under 40 CFR 93.126 – 129.

Sponsor – The jurisdiction or agency sponsoring the project.

Fund – The code of the federal funding program being used to fund this phase of the project.

Phase – The phase of the work to be performed:

- PE: Preliminary Engineering.
- RW: Right-of-Way acquisition.
- CN: Construction.
- CE: Construction Engineering.

Federal – This column identifies the amount of federal aid that will be delegated to a project to be eligible for future reimbursement of federal funds.

Match – This column identifies the amount of local matching funds that will be required to receive future reimbursement of federal funds. This local match will be the responsibility of the sponsor of the project.

2024 – This column will show the project total cost (both federal and local match) to be delegated and programmed in SFY 2024. The cost will be associated with the phase that is to occur.

2025 – This column will show the project total cost (both federal and local match) to be delegated and programmed in SFY 2025. The cost will be associated with the phase that is to occur.

2026 – This column will show the project total cost (both federal and local match) to be delegated and programmed in SFY 2026. The cost will be associated with the phase that is to occur.

2027 – This column will show the project total cost (both federal and local match) to be delegated and programmed in SFY 2027. The cost will be associated with the phase that is to occur.

2028 – This column represents SFY 2028, which is illustrative and not considered to be part of the 4-year list of projects. The purpose of having a illustrative fifth year is that projects typically take at a minimum of 5 years and the inclusion of an out-year assist in the development and tracking of projects into future TIPs.

Federal Funding Codes

CMAQ – Congestion Mitigation and Air Quality

CRP – Carbon Reduction Program

CRRSSA – Coronavirus Response and Relief Supplemental Appropriation Act

FTA Section 5307 – Urbanized Area Formula Funding Program

FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program

FTA Section 5339 – Bus and Bus Facilities Formula Funding Program

HSIP – Highway Safety Improvement Program

NHFP – National Highway Freight Program

NHPP – National Highway Performance Program

PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

RHCP – Railway-Highway Crossing Program Set-aside

RTP – Recreational Trails Program Set-aside

STBG – Surface Transportation Block Grant Program

STBG-II – Surface Transportation Block Grant Program (Group II cities formula -THAMPO programmed)

STBG-R – Surface Transportation Block Grant Program (Group III and IV communities – INDOT programmed)

STBG-B – Bridge Funds Program Set-aside

TA – Transportation Alternatives Set-aside

Grouped Projects

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

For the reasons noted above, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) have developed streamlined

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

Table 10 - Grouped Project List

procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification rather than Amendment simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Terre Haute Area MPO are shown in Table 10. The lists were developed cooperatively with INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable). When projects fitting within a Grouped Project category are identified by INDOT they will be forwarded to the MPO with a commitment of funding (within financially constrained balances available on a statewide level) for inclusion in the TIP. Project information will include estimated costs, type of funds and fiscal year. Fiscal constraint for grouped projects is maintained by the state transportation agency on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

List of Projects

Indiana Department of Transportation – Interstate 70

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
42235	1900178	I-70	District Bridge Project	Bridge Replacement	over Robinson Rd, 6.01 mi W of US 41 (EB)	Approved 8-21-23	INDOT		PE		\$ -						\$ 2,748,611.00
								STBG	RW								
									CN	\$ 2,198,889.00	\$ 549,722.00	\$ 2,748,611.00					
									CE								
	1900193	I-70	District Bridge Project (replacement)	Bridge Replacement	Over Robinson Rd, 6.01 mi W of US 41 (WB)	Approved 8-21-23	INDOT		PE								\$ 29,464,589.00
								NHPP	RW	\$ 27,000.00	\$ 3,000.00	\$ 30,000.00					
								NHPP	CN	\$ 23,817,600.00	\$ 2,646,400.00	\$ 26,464,000.00					
									CE								
42235	1900195	I-70	District Bridge Project	Bridge Replacement	Over removed CSX RR, 0.57 mi E of US 41 (EB)	Approved 8-21-23	INDOT		PE	\$ 45,000.00	\$ 5,000.00	\$ 50,000.00					\$ 3,683,329.00
								NHPP	RW	\$ 27,315.00	\$ 3,035.00	\$ 30,350.00					
								NHPP	CN	\$ 3,242,681.00	\$ 360,298.00	\$ 3,602,979.00					
									CE								
42235	1900198	I-70	District Bridge Project	Bridge Replacement	Over removed CSX RR, 0.57 mi E of US 41 (WB)	Approved 8-21-23	INDOT		PE		\$ -						\$ 3,732,345.00
									RW		\$ -						
								NHPP	CN	\$ 3,359,111.00	\$ 373,234.00	\$ 3,732,345.00					
									CE								
42235	1900200	I-70	District Bridge Project	Bridge Deck Replacement	over CSX RR, 1.40 mi E of US 41 (EB)	Approved 8-21-23	INDOT		PE		\$ -						\$ 1,311,735.00
									RW		\$ -						
								NHPP	CN	\$ 1,180,562.00	\$ 131,173.00	\$ 1,311,735.00					
									CE								
42235	1900206	I-70	District Bridge Project	Bridge Deck Replacement	over CSX RR, 1.40 mi E of US 41 (WB)	Approved 8-21-23	INDOT		PE		\$ -						\$ 1,813,545.00
									RW		\$ -						
								NHPP	CN	\$ 1,632,191.00	\$ 181,354.00	\$ 1,813,545.00					
									CE								
42235	1900207	I-70	District Bridge Project	Bridge Deck Replacement	over 7th St., 0.38 mi E of US 41 (EB)	Approved 8-21-23	INDOT		PE		\$ -						\$ 1,086,704.00
									RW		\$ -						
								NHPP	CN	\$ 978,034.00	\$ 108,670.00	\$ 1,086,704.00					
									CE								
42235	1900209	I-70	District Bridge Project	Bridge Deck Replacement	over 7th St., 0.38 mi E of US 41 (WB)	Approved 8-21-23	INDOT		PE		\$ -						\$ 2,241,657.00
									RW		\$ -						
								NHPP	CN	\$ 2,017,491.00	\$ 224,166.00	\$ 2,241,657.00					
									CE								
42235	1900211	I-70	District Bridge Project	Bridge Replacement	over 25th St. (Sidenbender), 2.09 mi E of US 41 (EB)	Approved 8-21-23	INDOT		PE	\$ 90,000.00	\$ 10,000.00	\$ 100,000.00					\$ 3,606,030.00
									RW								
								NHPP	CN	\$ 3,155,427.00	\$ 350,603.00	\$ 3,506,030.00					
									CE								
42235	1900284	I-70	District Bridge Project	Bridge Replacement	over 25th St. (Sidenbender), 2.09 mi E of US 41 (WB)	Approved 8-21-23	INDOT		PE		\$ -						\$ 3,502,107.00
									RW		\$ -						
								NHPP	CN	\$ 3,151,896.00	\$ 350,211.00	\$ 3,502,107.00					
									CE								
43420	2002128	I-70	District Bridge Project (rehabilitation)	Bridge Deck Replacement	4.86 mi W of SR 59; EB over Honey Creek, Priv Rd.	Approved 8-21-23	INDOT		PE								\$ 8,858,379.00
								NHPP	RW	\$ 72,000.00	\$ 8,000.00	\$ 80,000.00					
								NHPP	CN	\$ 7,728,300.00	\$ 858,700.00		\$ 8,587,000.00				
									CE								
	2100185	I-70	District Pavement Project (Interstate)	HMA Overlay, Preventative Maintenance	from 0.48 mi W of SR 59 to 6.4 mi E of SR 59	Approved 8-21-23	INDOT		PE	\$ 4,500.00	\$ 500.00	\$ 5,000.00					\$ 11,211,474.00
									RW								
								NHPP	CN	\$ 9,189,900.00	\$ 1,021,100.00			\$ 10,211,000.00			
									CE								

INDOT – Interstate 70 projects (cont.)

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
43681	2100607	I-70	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay	EB over SR 641, 4.33 mi E of US 41	Approved 8-21-23	INDOT		PE								\$ 1,472,000.00
									RW		\$ -						
								NHPP	CN	\$ 1,306,800.00	\$ 145,200.00			\$ 1,452,000.00			
									CE								
43681	2100650	I-70	District Bridge Project	Bridge Thin Deck Overlay	EB over US 41 SB/NB, 04.34 mi W of SR 46	Approved 8-21-23	INDOT		PE		\$ -						\$ 352,000.00
									RW		\$ -						
								NHPP	CN	\$ 316,800.00	\$ 35,200.00			\$ 352,000.00			
									CE								
43681	2100651	I-70	District Bridge Project	Bridge Thin Deck Overlay	WB over US 41 SB/NB, 04.34 mi W of SR 46	Approved 8-21-23	INDOT		PE		\$ -						\$ 352,000.00
									RW		\$ -						
								NHPP	CN	\$ 316,800.00	\$ 35,200.00			\$ 352,000.00			
									CE								
	2101264	I-70	Other Project Type	Other Project Type (Miscellaneous)	over removed CSX RR, 0.57 mi E of US 41 (EB/WB)	Approved 8-21-23	INDOT		PE								\$ 10,000.00
								NHPP	RW	\$ 9,000.00	\$ 1,000.00		\$ 10,000.00				
									CN		\$ -						
									CE								
44401	2200792	I-70	District Pavement Project (Interstate)	HMA Overlay, Preventative Maintenance	from 0.38 mi E of SR 641 to 0.48 mi W of SR 59	Approved 8-21-23	INDOT		PE								\$ 17,380,844.00
									RW								
								NHPP	CN	\$ 14,742,900.00	\$ 1,638,100.00				\$ 16,381,000.00		
									CE								

Indiana Department of Transportation – US 40

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
42240	1900339	US 40	District Small Structure Project	Small Structure Replacement	0.07 mi S of Wabash Ave	Approved 8-21-23	INDOT		PE								\$ 790,165.00
								NHPP	RW	\$ 18,000.00	\$ 2,000.00	\$ 20,000.00					
								NHPP	CN	\$ 693,149.00	\$ 77,016.00	\$ 770,165.00					
									CE								
42240	2000877	US 40	District Small Structure Project	Small Structure Replacement	0.63 mi W of SR 340 E jct	Approved 8-21-23	INDOT		PE	\$ 4,500.00	\$ 500.00	\$ 5,000.00					\$ 103,584.00
								NHPP	RW	\$ 36,000.00	\$ 4,000.00	\$ 40,000.00					
								NHPP	CN	\$ 52,726.00	\$ 5,858.00	\$ 58,584.00					
									CE								
44328	2100192	US 40	District Pavement Project (Non-I)	HMA Overlay Minor Structural	0.23 mi E of SR 340 W jct to SR 340 E jct	Approved 8-21-23	INDOT		PE								\$ 16,735,361.00
									RW		\$ -						
								NHPP	CN	\$ 12,352,800.00	\$ 3,088,200.00			\$ 15,441,000.00			
									CE								
42956	2100872	US 40	District Bridge Project	Bridge Maintenance And Repair	over CSX RR, 5.06 mi N of US 40	Approved 8-21-23	INDOT		PE		\$ -						\$ 162,969.00
									RW		\$ -						
								STBG	CN	\$ 130,375.00	\$ 32,594.00	\$ 162,969.00					
									CE								
43931	2101159	US 40	Central Office Safety Project	Traffic Signal Modernization	at Main Street (Seelyville), 1.56 miles west of SR 340 (w jct)	Approved 8-21-23	INDOT		PE								\$ 522,843.00
									RW		\$ -						
								NHPP	CN	\$ 263,200.00	\$ 65,800.00	\$ 329,000.00					
									CE								
44392	2200503	US 40	District Small Structure Project	Small Structures & Drains Construction	from 4.86 mi E of I-70 to SR 340 W jct	Approved 8-21-23	INDOT		PE	\$ 156,000.00	\$ 39,000.00	\$ 195,000.00					\$ 822,347.00
								NHPP	RW	\$ 20,000.00	\$ 5,000.00			\$ 25,000.00			
								NHPP	CN	\$ 501,600.00	\$ 125,400.00				\$ 627,000.00		
									CE								
44425	2200868	US 40	District Bridge Project	Scour Protection (Erosion)	over Thompson Ditch, 1.06 mi E of SR 42	Approved 8-21-23	INDOT		PE		\$ -						\$ 188,859.00
									RW		\$ -						
								STBG	CN	\$ 169,973.00	\$ 18,886.00	\$ 188,859.00					
									CE								

Indiana Department of Transportation – US 41

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
42951	2000522	US 41	District Bridge Project	Scour Protection (Erosion)	2.79 mi S id I-70 NBL over Honey Creek	Approved 8-21-23	INDOT		PE		\$ -						\$ 137,321.00
									RW		\$ -						
								STBG	CN	\$ 109,857.00	\$ 27,464.00	\$ 137,321.00					
									CE								
42951	2000524	US 41	District Bridge Project	Scour Protection (Erosion)	2.79 mi S id I-70 SBL over Honey Creek	Approved 8-21-23	INDOT		PE		\$ -						\$ 137,321.00
									RW								
								STBG	CN	\$ 109,857.00	\$ 27,464.00	\$ 137,321.00					
									CE								

Indiana Department of Transportation – US 150

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
41613	1800193	US150	District Pavement Project (Non-I)	Pavement Replacement	US 150 from 0.60 mi W of US 41 to Us 41	Approved 8-21-23	INDOT		PE								\$ 3,776,731.00
									RW								
								STBG	CN	\$ 2,449,600.00	\$ 612,400.00	\$ 3,062,000.00					
42999	2000886	US150	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance	From Illinois State Line to 2.1 mi W of US 41	Approved 8-21-23	INDOT		CE								\$ 5,744,639.00
									PE								
									RW								
								STBG	CN	\$ 4,532,000.00	\$ 1,133,000.00	\$ 5,665,000.00					
41613	2101177	US 150		Traffic Signals Modernization	EB (Ohio St.) at 1st Street (Terre Haute), 14.71 mi E of Illinois/Indiana	Approved 8-21-23	INDOT		CE								\$ 200,000.00
									PE		\$ -						
									RW		\$ -						
								HSIP	CN	\$ 180,000.00	\$ 20,000.00	\$ 200,000.00					
									CE								
41613	2101178	US 150		Traffic Signals Modernization	WB (Cherry St.) at 1st Street (Terre Haute), 14.71 mi E of Illinois/Indiana	Approved 8-21-23	INDOT		PE								\$ 200,000.00
									RW		\$ -						
								HSIP	CN	\$ 180,000.00	\$ 20,000.00	\$ 200,000.00					
									CE								

Indiana Department of Transportation – SR 42

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
	2001837	SR 42	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance	From SR 59 to SR 243	Approved 8-21-23	INDOT	STBG	PE	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00					\$ 10,163,644.00
								STBG	RW	\$ 163,200.00	\$ 40,800.00	\$ 204,000.00					
								STBG	CN	\$ 5,008,000.00	\$ 1,252,000.00	\$ 20,000.00	\$ 6,240,000.00				
									CE								
43423	2002030	SR 42	District Bridge Project (replacement)	Bridge Replacement	4.07 mi W of SR 59; over I-70 WB	Approved 8-21-23	INDOT		PE								\$ 6,796,661.00
								STBG	RW	\$ 320,000.00	\$ 80,000.00	\$ 400,000.00					
								STBG	CN	\$ 4,372,800.00	\$ 1,093,200.00	\$ 100,000.00	\$ 5,366,000.00				
									CE								
43446	2200184	SR 42	Other Project Type	Curve Correction	Various curves along SR 42, from 6.00 miles E of SR 59 to 2.20 mi W of SR 243	Approved 8-21-23	INDOT		PE		\$ -						\$ 717,833.00
								HSIP	RW	\$ 72,000.00	\$ 8,000.00	\$ 80,000.00					
								HSIP	CN	\$ 574,050.00	\$ 63,783.00	\$ 637,833.00					
									CE								

Indiana Department of Transportation – SR 46

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
43446	2001836	SR 46	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance	From 0.05 mi W of SR 159 to .56 mi E of SR 159 (Riley)	Approved 8-21-23	INDOT	STBG	PE	\$ 4,000.00	\$ 1,000.00	\$ 5,000.00					\$ 506,392.00
								STBG	RW	\$ 32,000.00	\$ 8,000.00	\$ 40,000.00					
								STBG	CN	\$ 369,114.00	\$ 92,278.00	\$ 50,000.00	\$ 411,392.00				
									CE								

Indiana Department of Transportation – SR 59

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
	1900315	SR 59	Distirct Small Structure Project	Small Structure Replacement with Bridge	2.08 mile N of SR 48	Approved 8-21-23	INDOT		PE								\$ 2,037,485.00
								STBG	RW								
									CN	\$ 1,291,200.00	\$ 322,800.00	\$ 1,614,000.00					
									CE								
44121	2000418	SR 59	District Bridge Project	Bridge Thin Deck Overlay	0.31 mi N of I-70, over Little Birch Creek	Approved 8-21-23	INDOT		PE		\$ -						
								STBG	RW								
									CN	\$ 711,909.00	\$ 79,101.00	\$ 791,010.00					\$ 791,010.00
									CE								
									PE								
								STBG	RW	\$ 12,000.00	\$ 3,000.00	\$ 15,000.00					\$ 451,926.00
44224	2200161	SR 59	Central Office Safety Project	Access Control	SR 59 at CR 800 N, 1.4 mi S of US 40	Approved 8-21-23	INDOT		CN	\$ 166,400.00	\$ 41,600.00	\$ 208,000.00					
									CE								

Indiana Department of Transportation – SR 63

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
43456	2001722	SR 63	District Pavement Project (Non-I)	Slide Correction	3.45 miles North of US 41	Approved 8-21-23	INDOT		PE								\$ 6,121,623.00
								NHPP	RW	\$ 16,000.00	\$ 4,000.00	\$ 20,000.00					
								NHPP	CN	\$ 4,432,000.00	\$ 1,108,000.00	\$ 45,000.00	\$ 5,495,000.00				
									CE								

Indiana Department of Transportation – SR 159

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
43428	2002197	SR 159	District Small Structuer Project	Small Structure Replacement	4.15 mi N of SR 246	Approved 8-21-23	INDOT		PE								\$ 501,392.00
								STBG	RW	\$ 368,800.00	\$ 92,200.00	\$ 50,000.00	\$ 411,000.00				
								STBG	CN	\$ 32,000.00	\$ 8,000.00	\$ 40,000.00					
									CE								

Indiana Department of Transportation – SR 246

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
42237	1900297	SR 246	District Bridge Project	Bridge Deck Replacement	over East Fork Turman Creek, 0.59 mi W of US 41	Approved 8-21-23	INDOT		PE		\$ -						\$ 2,562,387.00
								STBG	RW	\$ 45,000.00	\$ 5,000.00	\$ 50,000.00					
								STBG	CN	\$ 949,368.00	\$ 105,485.00	\$ 1,054,853.00					
									CE								
42237	1900299	SR 246	District Bridge Project	Bridge Deck Replacement	over West Fork Turman Creek, 0.88 mi W of US 41	Approved 8-21-23	INDOT		PE								\$ 990,715.00
								STBG	RW	\$ 22,500.00	\$ 2,500.00	\$ 25,000.00					
								STBG	CN	\$ 869,144.00	\$ 96,571.00	\$ 965,715.00					
									CE								

Indiana Department of Transportation – SR 340

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
42240	1900176	SR 340	District Bridge Project (replacement)	Bridge Replacement	Over Purdy Run, 2.09 East of West US 40 Jct	Approved 8-21-23	INDOT		PE								\$ 2,345,996.00
								STBG	RW	\$ 68,000.00	\$ 17,000.00	\$ 85,000.00					
								STBG	CN	\$ 1,432,000.00	\$ 358,000.00	\$ 1,790,000.00					
									CE								

Indiana Department of Transportation – SR 641

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
There currently no project programmed on State Road 641 in the Terre Haute Area MPO Planning Area																	

Indiana Department of Transportation – Statewide Projects

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
	1800910	VA VARIOL	Traffic Management System Project	ITS Devices Maintenance Contracts	Greenfield & Crawfordsville District ITS & Signal Maint. Contracts FY 24	Approved 8-21-23	INDOT		PE		\$ -						\$ 423,168.00
									RW		\$ -						
								CMAQ	CN	\$ 338,400.00	\$ 84,600.00	\$ 423,000.00					
									CE								
	1801113	VA VARIOL	Traffic Management System Project	ITS Program Contracted Services	Software License for Statewide ATMS for FY 24	Approved 8-21-23	INDOT	NHPP	PE	\$ 720,000.00	\$ 80,000.00	\$ 800,000.00					\$ 800,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	1801115	VA VARIOL	Traffic Management System Project	ITS Program Contracted Services	Statewide TMC Dispatcher Operation Contract for FY 24	Approved 8-21-23	INDOT	NHPP	PE	\$ 1,620,000.00	\$ 180,000.00	\$ 1,800,000.00					\$ 1,800,000.00
									RW								
									CN		\$ -						
									CE								
	1801117	VA VARIOL	Traffic Management System Project	ITS Program, Contracted Services	Statewide O&M fee for Condition Acquisition & Reporting Sys FY 24	Approved 8-21-23	INDOT	CMAQ	PE	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00					\$ 500,000.00
									RW								
									CN		\$ -						
									CE								
	1801118	VA VARIOL	Traffic Management System Project	ITS Program, Contracted Services	Statewide INRX Traffic Data for FY 24	Approved 8-21-23	INDOT	NHPP	PE	\$ 450,000.00	\$ 50,000.00	\$ 500,000.00					\$ 500,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	1801227	VA VARIOL	Traffic Management System Project	ITS Operations and Maintenance	Statewide Cell Service for Communications for Signals and ITS Devices FY 24	Approved 8-21-23	INDOT	CMAQ	PE	\$ 1,000,000.00	\$ 250,000.00	\$ 1,250,000.00					\$ 1,250,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	1801233	VA VARIOL	Traffic Management System Project	ITS Program Equipment	Statewide ITS Field Device Cell Hardware (modem) upgrade for FY 24	Approved 8-21-23	INDOT		PE		\$ -						\$ 350,000.00
									RW		\$ -						
								CMAQ	CN	\$ 280,000.00	\$ 70,000.00	\$ 350,000.00					
									CE								
41765	1900414	VA VARIOL	Traffic Management System Project	ITS Traffic Management Systems	Crawfordsville District Signal Controller/Communications Upgrade in FY 24	Approved 8-21-23	INDOT		PE		\$ -						\$ 772,815.00
									RW		\$ -						
								CMAQ	CN	\$ 618,252.00	\$ 154,563.00	\$ 772,815.00					
									CE								
41764	1900441	VA VARIOL	Traffic Management System Project	ITS Devices Maintenance Contracts	Crawfordsville District ITS & Signal Maintenance Contract - FY 24	Approved 8-21-23	INDOT		PE								\$ 211,584.00
									RW		\$ -						
								CMAQ	CN	\$ 169,267.00	\$ 42,317.00	\$ 211,584.00					
									CE								

INDOT – Statewide Projects (cont.)

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
	2002554	VA VARIOU	Traffic Management System Project	ITS Program Contracted Services	Software License for Statewide ATMS for FY 25	Approved 8-21-23	INDOT	NHPP	PE	\$ 720,000.00	\$ 80,000.00		\$ 800,000.00				\$ 800,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2002555	VA VARIOU	Traffic Management System Project	ITS Program Contracted Services	Statewide TMC Dispatcher Operation Contract for FY 25	Approved 8-21-23	INDOT	NHPP	PE	\$ 1,350,000.00	\$ 150,000.00		\$ 1,500,000.00				\$ 1,500,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2002556	VA VARIOU	Traffic Management System Project	ITS Program, Contracted Services	Statewide O&M fee for Condition Acquisition & Reporting Sys FY 25	Approved 8-21-23	INDOT	CMAQ	PE	\$ 400,000.00	\$ 100,000.00		\$ 500,000.00				\$ 500,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2002557	VA VARIOU	Traffic Management System Project	ITS Program, Contracted Services	Statewide INRX Traffic Data for FY 25	Approved 8-21-23	INDOT	NHPP	PE	\$ 450,000.00	\$ 50,000.00		\$ 500,000.00				\$ 500,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2002952	VA VARIOU	Traffic Management System Project	ITS Program Contracted Services	Software License for Statewide ATMS for FY 26	Approved 8-21-23	INDOT	NHPP	PE	\$ 720,000.00	\$ 80,000.00			\$ 800,000.00			\$ 800,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2002953	VA VARIOU	Traffic Management System Project	ITS Program Contracted Services	Statewide TMC Dispatcher Operation Contract for FY 26	Approved 8-21-23	INDOT	NHPP	PE	\$ 1,350,000.00	\$ 150,000.00			\$ 1,500,000.00			\$ 1,500,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2002955	VA VARIOU	Traffic Management System Project	ITS Program, Contracted Services	Statewide O&M fee for Condition Acquisition & Reporting Sys FY 26	Approved 8-21-23	INDOT	CMAQ	PE	\$ 400,000.00	\$ 100,000.00			\$ 500,000.00			\$ 500,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2002956	VA VARIOU	Traffic Management System Project	ITS Program, Contracted Services	Statewide INRX Traffic Data for FY 26	Approved 8-21-23	INDOT	CDBG	PE	\$ 450,000.00	\$ 50,000.00			\$ 500,000.00			\$ 500,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
	2100625	VA VARIOU	Other Project Type	Other Project Type (Miscellaneous)	Placeholder for FT 26 BCPMA Program	Approved 8-21-23	INDOT		PE								\$ 18,000,000.00
									RW		\$ -						
								CDBG	CN	\$ 14,400,000.00	\$ 3,600,000.00			\$ 18,000,000.00			
									CE								
	2101121	VA VARIOU	Traffic Management System Project	ITS Program Equipment	Statewide ITS Field Device Cell Hardware (modem) upgrade for FY 25	Approved 8-21-23	INDOT		PE								\$ 350,000.00
									RW		\$ -						
								CMAQ	CN	\$ 280,000.00	\$ 70,000.00		\$ 350,000.00				
									CE								
	2101120	VA VARIOU	Traffic Management System Project	ITS Operations and Maintenance	Statewide Cell Service for Communications for Signals and ITS Devices FY 25	Approved 8-21-23	INDOT	CMAQ	PE	\$ 1,000,000.00	\$ 250,000.00		\$ 1,250,000.00				\$ 1,250,000.00
									RW		\$ -						
									CN		\$ -						
									CE								
44781	2200001	VA VARIOUS	Signing Project (New/Modernized)	Signing Installation / Repair	Various locations in the Crawfordsville District	Approved 8-21-23	INDOT		PE								\$ 565,000.00
									RW		\$ -						
								CDBG	CN	\$ 452,000.00	\$ 113,000.00				\$ 565,000.00		
									CE								
44608	2200995	VA VARIOU	Other Project Type	Bike/Pedestrian Facilities	District Wide Pedestrian Crossings	Approved 8-21-23	INDOT		PE								\$ 883,125.00
									RW		\$ -						
								HSIP	CN	\$ 794,813.00	\$ 88,312.00				\$ 883,125.00		
									CE								
44568	2201136	VA VARIOU	Traffic Management System Project	ITS Devices Maintenance Contracts	Crawfordsville District ITS & Signal Maintenance Contract - FY 25	Approved 8-21-23	INDOT		PE								\$ 209,308.00
									RW		\$ -						
								CMAQ	CN	\$ 167,446.00	\$ 41,862.00		\$ 209,308.00				
									CE								

INDOT – Statewide Projects (cont.)

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)	Letting Date
	2201179	VA VARIOU	Traffic Management System Project	ITS Operations and Maintenance	Statewide Cell Service for Communications for Signals and ITS Devices FY 26	Approved 8-21-23	INDOT	CMAQ	PE	\$ 1,000,000.00	\$ 250,000.00			\$ 1,250,000.00			\$ 1,250,000.00	
									RW									
									CN		\$ -							
									CE									
	2201180	VA VARIOU	Traffic Management System Project	ITS Program Equipment	Statewide ITS Field Device Cell Hardware (modem) upgrade for FY 26	Approved 8-21-23	INDOT		PE								\$ 350,000.00	
									RW		\$ -							
								CMAQ	CN	\$ 280,000.00	\$ 70,000.00			\$ 350,000.00				
									CE									
	2201205	MS 00	Other Project Type	Other Project Type (Miscellaneous)	small purchase contract for NEPA support	Approved 8-21-23	INDOT	STBG	PE	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00					\$ 250,000.00	
									RW		\$ -							
									CN		\$ -							
									CE									

City Of Brazil Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)

There are currently no project programmed in the City of Brazil

Clay County Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
	2100964	IR 1001	Local Bridge Inspection	Bridge Inspection	Countywide Cycle Years 2022 - 2025	Approved 8-21-23	Clay County	Multiple	PE	\$ 164,000.00	\$ 82,000.00	\$ 41,000.00	\$ 20,000.00	\$ 164,000.00	\$ 21,000.00		\$ 385,148.00
									RW		\$ -						
									CN		\$ -						
									CE								

Town of Harmony Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)

There are currently no projects programmed in the Town of Harmony

Town of Knightsville Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)

There are currently no projects programmed in the Town of Knightsville

Town of Riley Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)

There currently no project programmed in the Town of Riley

Town of Seelyville Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)

There are currently no project programmed in the Town of Seelyville

City of Terre Haute Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
41843	1802932	ST 3038	Major Bridge Project (New Bridge/Grade Separation)	New Bridge Construction	8th Avenue over CSX in Terre Haute	Approved 8-21-23	Terre Haute		PE								\$33,001,973.00
								Multiple	RW	\$ 5,000,000.00	\$ 800,000.00	\$ 5,800,000.00					
								Multiple	CN	\$ 11,392,619.00	\$4,737,315.00			\$ 16,129,934.00			
									CE	\$ 4,218,000.00	\$1,053,500.00			\$ 5,271,500.00			
42522	1901778	ST 1043	Local Road Project	Intersection Improvement	Wabash Avenue and 13th St in Terre Haute	Approved 8-21-23	Terre Haute		PE								\$ 2,340,430.00
									RW								
								Multiple	CN	\$ 1,104,000.00	\$ 276,000.00		\$ 1,380,000.00				
								Multiple	CE	\$ 272,000.00	\$ 68,000.00		\$ 340,000.00				
	2500593		Local Road Project	Auxiliary Lanes, Two-way Left Turn Lanes	Margaret Dr. from Prairieton Rd. to 3rd St. (US 41/US 150)	Approved 8-21-23	Terre Haute		PE		\$ 500,000.00	\$ 500,000.00					\$ 3,616,250.00
									RW		\$ 250,000.00		\$ 250,000.00				
								Multiple	CN	\$ 2,293,000.00	\$ 573,250.00				\$ 2,866,250.00		
									CE								
	TH-26-LRP		Local Road Project	Road Rehabilitation (3R/4R Standards)	Lafayette Ave. from Fort Harrison Rd. to Lost Creek Bridge	Approved 8-21-23	Terre Haute	Multiple	PE	\$ 1,013,100.00	\$ 253,275.00			\$ 1,266,375.00			\$ 4,000,000.00
									RW								
									CN								
									CE								

Terre Haute Area MPO Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
	2101677	UPWP	Other Project Type	Other Project Type (Miscellaneous)	Terre Haute Area MPO UPWP FY 2023 - 2024	Approved 8-21-23	THAMPO		PE	\$ 308,218.00	\$ 77,055.00	\$ 385,273.00					\$ 385,373.00
									RW								
									CN								
									CE								

Terre Haute Transit Utility Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
			Public Transportation	Fixed Route Service - Operating	Terre Haute Urbanized Area.	Approved 8-21-23	THTU	5307		\$ 1,780,846.00	\$1,780,846.00	\$ 3,561,692.00					\$ 14,246,768.00
								5307		\$ 1,780,846.00	\$1,780,846.00		\$ 3,561,692.00				
								5307		\$ 1,780,846.00	\$1,780,846.00			\$ 3,561,692.00			
								5307		\$ 1,780,846.00	\$1,780,846.00				\$ 3,561,692.00		
			Public Transportation	Preventative Maintenance	Terre Haute Urbanized Area.	Approved 8-21-23	THTU	5339		\$ 300,000.00	\$ 75,000.00	\$ 375,000.00					\$ 947,427.00
								5339		\$ 152,647.00	\$ 38,162.00		\$ 190,809.00				
								5339		\$ 152,647.00	\$ 38,162.00			\$ 190,809.00			
								5339		\$ 152,647.00	\$ 38,162.00				\$ 190,809.00		
			Public Transportation	ADA Demand Response-Operating	Terre Haute Urbanized Area.	Approved 8-21-23	THTU	5310		\$ 281,409.00	\$ 281,409.00	\$ 562,818.00					\$ 2,251,272.00
								5310		\$ 281,409.00	\$ 281,409.00		\$ 562,818.00				
								5310		\$ 281,409.00	\$ 281,409.00			\$ 562,818.00			
								5310		\$ 281,409.00	\$ 281,409.00				\$ 562,818.00		

Vigo County Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
40165	1700437	IR 1038	Local Bridge Project	Bridge Replacement, Other Construction	Bridge #37 Farmerburg Street	Approved 8-21-23	Vigo County		PE								\$ 1,175,000.00
								STBG	RW								
									CN		\$ 375,000.00	\$ 375,000.00					
40167	1700439	ST 1039	Local Bridge Project	Bridge Replacement, Other Construction	Bridge #77 French Drive 0.5 miles east of SR 63	Approved 8-21-23	Vigo County		CE								\$ 2,100,000.00
									PE								
								STBG	RW								
40168	1700440	ST 1035	Local Bridge Project	Replace Superstrucute	Bridge 330b Hulman Street 0.5 miles west of Fruitridge	Approved 8-21-23	Vigo County		CN		\$ 1,500,000.00				\$ 1,500,000.00		\$ 300,000.00
									CE		\$ 300,000.00				\$ 300,000.00		
									PE								
42521	1901781	ST 1044	Local Road Project	Road Rehabilitation (3R/4R Standards)	Clinton Rd. from Park Ave to Hasselburger	Approved 8-21-23	Vigo County		RW								\$ 1,455,000.00
								STBG	CN		\$ 905,619.00	\$ 905,619.00					
									CE								
42521	1901781	ST 1044	Local Road Project	Road Rehabilitation (3R/4R Standards)	Clinton Rd. from Park Ave to Hasselburger	Approved 8-21-23	Vigo County		PE								\$ 5,594,000.00
									RW								
								STBG	CN	\$ 3,705,600.00	\$ 926,400.00			\$ 4,632,000.00			
								STBG	CE	\$ 769,600.00	\$ 192,400.00			\$ 962,000.00			
	1902071	IR 1001	Local Bridge Inspection	Bridge Inspection	Countywide (Vigo)	Approved 8-21-23	Vigo County	STBG	PE	\$ 228,000.00	\$ 57,000.00	\$ 265,000.00	\$ 20,000.00				\$ 285,000.00
									RW								
									CN								
	2200082	ST 1046	Railroad Grade Crossing Project	Railroad Protection	DOT# 3422981 Cotton Dr.	Approved 8-21-23	Vigo County		CE								\$ 550,000.00
									PE								
								LSP - 130	RW								
									CN	\$ 550,000.00	\$ -			\$ 550,000.00			
									CE								

Town of West Terre Haute Project Listing

[illegible]

THRIVE West Central Rural and Senior Transportation

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)	Letting Date
			Public Transportation	Rural & Senior Operating	Non-urbanized Vigo County	Approved 8-21-2023	WCIEDD	5311		\$ 175,000.00	\$ 175,000.00	\$ 350,000.00						
								5311		\$ 175,000.00	\$ 175,000.00		\$ 350,000.00					
								5311		\$ 175,000.00	\$ 175,000.00			\$ 350,000.00				
								5311		\$ 175,000.00	\$ 175,000.00				\$ 350,000.00		\$ 1,400,000.00	
			Public Transportation	Preventative Maintenance	Non-urbanized Vigo County	Approved 8-21-2023	WCIEDD	5311		\$ 50,000.00	\$ 12,500.00	\$ 62,500.00						
								5311		\$ 50,000.00	\$ 12,500.00		\$ 62,500.00					
								5311		\$ 50,000.00	\$ 12,500.00			\$ 62,500.00				
								5311		\$ 50,000.00	\$ 12,500.00				\$ 62,500.00		\$ 250,000.00	

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Appendix A – 2045 Metropolitan Transportation Plan List of Projects

Air Quality Conformity Determination Terre Haute Area MPO 2045 Metropolitan Transportation Plan Addendum				
Project	Location	Description	Determination	Statement of Reason
13th Street	Poplar St. to Margaret Dr.	Road Diet - Continuous center turn lane, bicycle lanes, ADA ramps and crossing upgrades	EXEMPT	Reduction in delay due to left turn conflict
Wabash Ave. Reconstruction	3rd St. (US 41) to 9th St.	Curbless Street Design - Stormwater separation, shared space for pedestrian, bicycle, and motor vehicles	EXEMPT	non-motorized mode share increase
Wabash Ave. & 13th Street	Intersection Improvement	Signal Upgrade, ADA ramp and crosswalk reconstruction, Transit stop shelter installation.	EXEMPT	delay reduction
Mill Dam Park Bicycle and Pedestrian Trail	National Road Heritage Trail to Markle Mill Dam Park	Multi-purpose trail.	EXEMPT	non-motorized mode share increase
7th St. Road Diet	S. 7th Street from Margaret Dr. to Davis Dr.	Convert street geometrics from 4-lane undivided (2 each direction) to 3-lane with continuous center turn lane, reconstruct sidewalks with treerow, and transit stop shelter installation.	EXEMPT	Reduction in delay due to left turn conflict
Poplar Street	3rd St. (US 41) to 7th St.	Road Rehabilitation (3R/4R standards), ADA ramp repair and reconstruction, sidewalk repair and reconstruction.	EXEMPT	Asset Management - No Capacity Added
Poplar Street	7th St. to 13th St.	Road Rehabilitation (3R/4R standards), ADA ramp repair and reconstruction, sidewalk repair and reconstruction.	EXEMPT	Asset Management - No Capacity Added
Poplar Street	13th St. to 19th St.	Road Rehabilitation (3R/4R standards), ADA ramp repair and reconstruction, sidewalk repair and reconstruction.	EXEMPT	Asset Management - No Capacity Added
Poplar Street	19th St. to 25th St.	Road Rehabilitation (3R/4R standards), ADA ramp repair and reconstruction, sidewalk repair and reconstruction.	EXEMPT	Asset Management - No Capacity Added
3rd St.(US 41) Beautification	3rd St. from Sycamore St. to Chestnut St.	Landscaping of Center Island	EXEMPT	Non-motorized mode enhancement
3rd St.(US 41) Beautification	3rd St. from Chestnut St. to Cherry St.	Landscaping of Center Island	EXEMPT	Non-motorized mode enhancement

2045 Metropolitan Transportation Plan List of Projects (cont.)

Air Quality Conformity Determination Terre Haute Area MPO 2045 Metropolitan Transportation Plan Addendum				
Project	Location	Description	Determination	Statement of Reason
3rd St.(US 41) Beautification	3rd St. from Poplar St. to Oak St.	Landscaping of Center Island	EXEMPT	Non-motorized mode enhancement
Hunt Road	SR 42 to Hulman Dr.	Road Reconstruction (3R/4R Standards)	EXEMPT	Asset Management - No Capacity Added
Hulman Road	US40/SR46 to Hunt Rd.	Road Reconstruction - Rural to Urban	EXEMPT	Asset Management - No Capacity Added
Wabash Ave.	25th St. to Fruitridge Ave.	Road Diet - Continuous center turn lane, bicycle lanes, ADA ramps and crossing upgrades	EXEMPT	Reduction in delay due to left turn conflict
Wabash Ave. and Brown Ave,	Intersection Improvement	Signal Upgrade, ADA ramp and crosswalk reconstruction, Transit stop shelter installation.	EXEMPT	Reduction in delay due to left turn conflict
Main St. (Seelyville)	US 40 to Railroad St.	Road Reconstruction (3R/4R Standards)	EXEMPT	Asset Management - No Capacity Added
Rosedale Rd.	Rio grande Rd. to Park Avenue	Road Restriction (High Risk Rural Road Safety Improvements) with 4' shoulders	EXEMPT	Asset Management - No Capacity Added
Park Ave.	13th St. to Rosedale Rd.	Road Rehabilitation (Complete Street Treatment), Sidewalk installation, ADA ramps and crosswalks.	EXEMPT	Asset Management - No Capacity Added
St. Mary of the Woods Trail	along US 150 from West Terre Haute to St. Mary's Rd.	Sidepath along west side of US 150.	EXEMPT	Non-motorized mode enhancement
Springhill Trail Connector	Margaret Dr to Erie Canal	Multi-purpose trail.	EXEMPT	Non-motorized mode enhancement
Erie Canal Sidepath	Springhill Trail Connector to Feree Dr.	Sidepath along East side of Erie Canal Rd.	EXEMPT	Non-motorized mode enhancement
Harlan Dr.	Sullivan Pl. to Industrial Dr.	Road Rehabilitation (3R/4R Standards)	EXEMPT	Asset Management - No Capacity Added
Harlan Dr.	US 41 to SR 159	Road Restriction (High Risk Rural Road Safety Improvements) with 4' shoulders	EXEMPT	Asset Management - No Capacity Added
Rio Grande	Rosedale Rd. to SR 59	Road Restriction (High Risk Rural Road Safety Improvements) with 4' shoulders	EXEMPT	Asset Management - No Capacity Added
Gross Rd.	McDaniel Rd. to SR 159	Road Restriction (High Risk Rural Road Safety Improvements) with 4' shoulders	EXEMPT	Asset Management - No Capacity Added

2045 Metropolitan Transportation Plan List of Projects (cont.)

Air Quality Conformity Determination Terre Haute Area MPO 2045 Metropolitan Transportation Plan Addendum				
Project	Location	Description	Determination	Statement of Reason
Clinton Rd.	US 41 to Hasselburger Ave.	Road Rehabilitaon (Complete Street Treatment), Sidewalk installation, ADA ramps and crosswalks.	EXEMPT	Asset Management - No Capacity Added
Clinton Rd.	Hasselburger to Otter Creek Bridge	Road Rehabilitaon (Complete Street Treatment), Sidewalk installation, ADA ramps and crosswalks.	EXEMPT	Asset Management - No Capacity Added
Margaret Dr.	Prairieton Rd to 3rd St (US 41)	Road Rehabilitation with Auxiliary Lanes, Two-way Left Turn Lanes	EXEMPT	Access Control - Idle Reduction

Appendix B – EJ Population Areas

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

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

The EJ Population Areas were developed based on 2017-2021 American Community Survey (ACS) data from the U.S. Census Bureau. Percentages for the following factors were gathered for all 38 census tracts in Vigo and Clay counties:

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

A 2-county regional percentage for each factor was determined, and this percentage is considered to be the EJ Population Threshold. If the percentage of a census tract for an individual factor exceeds the EJ Population Threshold in more than one factor, it is considered to be an EJ Population Area.

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

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

ENVIRONMENTAL JUSTICE

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

EJ Population Factor	Vigo	Clay	2-County Total
Individuals below poverty	19.8%	9.5%	17.6%
Individuals age 65 and over	16.1%	17.9%	16.5%
Minority Population	12.3%	2.9%	10.4%
Hispanic Population	3.0%	1.7%	2.8%
Individuals with Limited English Proficiency (speak English "less than very well")	1.3%	3.6%	1.6%
Individuals with a disability	33.2%	23.9%	31.3%
Households with no vehicles	7.7%	4.0%	7.0%

The table shows the percentage of each county, plus the 2 county percentage, for each EJ population factor. The 2-county percentage is considered to be the EJ Population Area Threshold

Table 3 - 2 County EJ Population Area Threshold

- Tier 3: Exceeds 2-3 EJ Population Thresholds

A map of the EJ Population Areas is shown in Figure 5.

More detailed information about the EJ Population Areas can be found in the MPO Participation Plan, which can be found on the MPO website: terrehautempo.com. A map of the EJ Population Areas and how they relate to TIP projects is shown in Figure 5 (and also in Figure 4 in Chapter 1).

The projects included in the FY 2024-2028 TIP are distributed throughout the three counties and have limited negative impacts on disadvantaged populations. Those projects that are located in or near EJ Population Areas include bike and pedestrian improvements and/or potential economic improvements, while having little, if any direct impact to an individual's property. The most significant negative impact will be temporary during construction, but the positive impacts on the surrounding neighborhood after completion should outweigh the short-term impact.

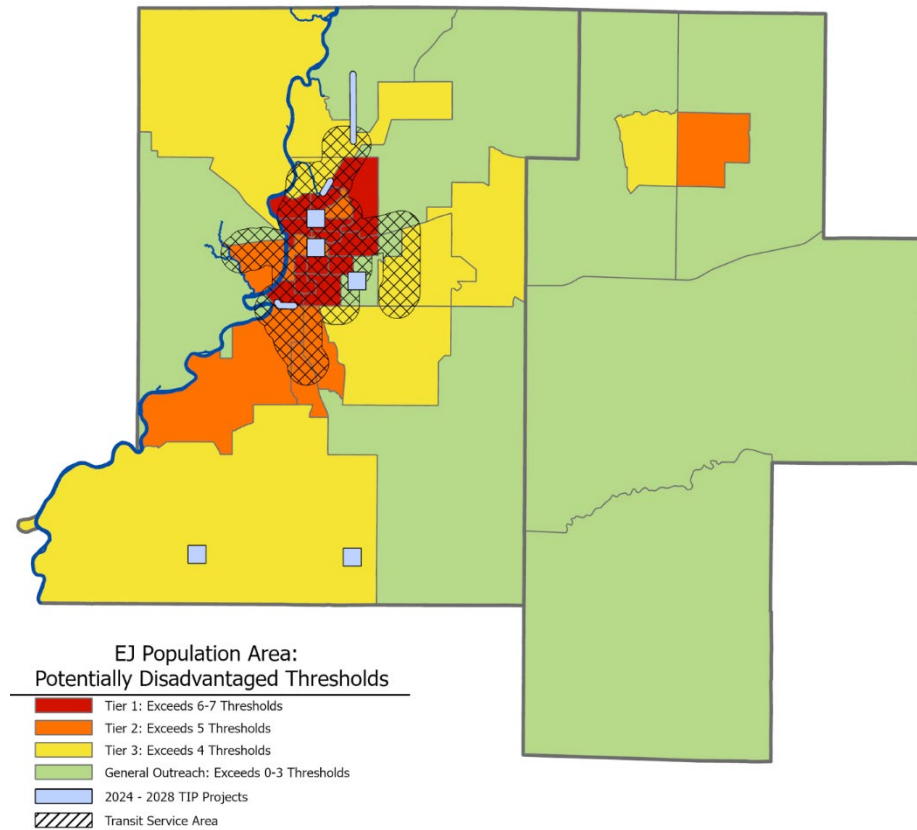


Figure 5 - FY 2024-2028 Local Projects and EJ Population Areas

Appendix C – Public Comment

The Terre Haute Area MPO held a review and comment period from April 26, 2023 through May 9, 2023 for the Metropolitan Transportation Plan 2045 Addendum, the 2024 – 2028 Transportation Improvement Program, and the corresponding draft Conformity Documentation. Comments were encouraged via any of the following:

Comment Form: A link to the form was provided on the Terre Haute Area MPO Website.

Mail:

Terre Haute Area MPO
630 Wabash Avenue, Suite 221
Terre Haute, IN 47807

In Person: Business Hours: Monday – Friday 8:00 am to 4:00 pm

Call in comments: (812)-244-1319

Email comments: jweir@terrehauteedc.com

Open House: Tuesday, April 11, 2023 from 4:00pm to 7:00pm at the Main Branch Vigo County Public Library

Notice was published in the Terre Haute Tribune. The notice was posted on the Terre Haute Area MPO Website. Below is a record of comments received:

Comment/Concern:	Date and Method Received:	Response:
Project List do not contain total estimated project cost.	4/24/2024 – INDOT – Phone Call	Received revised list of projects from INDOT that included cost. Tables were edited to include total estimated project cost. Edited draft document was reposted on the web page and review copies were replaced.

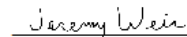
Appendix D – MPO Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION – Fiscal Year 2024

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Terre Haute Area Economic Development Corporation (THEDC), the Metropolitan Planning Organization for the Terre Haute Urbanized Area and the West Central Indiana Metropolitan Planning Area, 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 C.F.R. 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.

Terre Haute Area Economic
Development Corporation

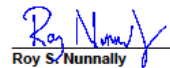


Jeremy K. Weir

MPO Director
Title

4/25/2023
Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

4/26/2023
Date

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