2018 - 2021
Transportation Improvement Program

Anderson Metropolitan Planning Organization

November 2017
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INTRODUCTION

On December 4, 2015, President Obama signed into law P.L. 11494, Fixing America’s Surface Transportation Act (FAST Act). FAST Act authorizes the Federal Surface Transportation Block Grant Program (STBG), formerly the Surface Transportation Program (STP), for highways, highway safety, transit, and rail programs for five years from Federal fiscal year FFY 2016 through FFY 2020 and serves as the current transportation policy for the United States. The FAST Act represents the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU) in 2005 and continues and/or provides further clarification of content included in the Moving Ahead for Progress in the 21st Century Act (MAP-21) adopted on July 6, 2012.

Under Title 23, Part 450, the Code of Federal Regulations (CFR) defines Planning Assistance & Standards for Highways. The following describes various mechanisms that determine the provision of that assistance.

- **Urbanized Area** - Under these regulations, a Metropolitan Transportation Planning Process must be conducted for each area of concentrated population surrounding a community of at least 50,000 persons, as defined by Census 2010 and commonly referred to as the Urbanized Area. This area includes the City of Anderson, City of Alexandria, Town of Chesterfield, Town of Daleville, Town of Pendleton, Town of Ingalls, and the Town of Fortville.

- **Metropolitan Planning Organization** - A Metropolitan Planning Organization (MPO) shall be designated for each Urbanized Area and required to conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process (3-C Process) for its Metropolitan Planning Area (MPA), including the development of a Metropolitan Transportation Plan (MTP) and the mobility needs of people and freight including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) and foster economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution and encouraging continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth under Title 23, Part 134(h) and Title 49, Part 5303(h) of the Code of Federal Regulations (CFR).

For the Urbanized Area of the City of Anderson, Indiana; the Madison County Council of Governments (MCCOG) has been designated by the State of Indiana as the MPO responsible for coordinating the effort.

- **Metropolitan Planning Area** - Similarly, a Metropolitan Planning Area (MPA) must be defined, at a minimum, to encompass the entire existing Urbanized Area plus the contiguous area expected to become urbanized within a 20-year forecast period of the Long-Range Transportation Plan (LRTP), now known as the Metropolitan Transportation Plan (MTP). The Urbanized Area was updated with information from Census 2010 and formalized in 2012. Thus, an updated MPA boundary for the Anderson MPO includes the City of Anderson and all of Madison County including its incorporated communities, as well as sections of Salem Township in Delaware County, including the Town of Daleville; and sections of Vernon Township in Hancock County, including the Town of Fortville.

*A copy of the current UAB & MPA Maps have also been provided in the Appendix of this document.*
TRANSPORTATION IMPROVEMENT PROGRAM

The Code of Federal Regulations (CFR) outlines the “Development and Content of the Transportation Improvement Program (TIP)” in CFR 23, Part 450, Subpart C, Section 450.326. The TIP is a document that defines a four-year, multi-stage program of transportation improvements including both transit, multimodal, bicycle & pedestrian, air quality, and roadway projects. The document contains all regionally significant projects requiring action by FHWA or FTA, whether those projects are funded under Title 23 USC Chapters 1 & 2 or Title 49 USC Chapter 53. The document must also include all regionally significant projects that are proposed for use of federal funds other than those administered by FHWA or the Federal Transit Administration (FTA), as well as all regionally significant projects to be funded with non-federal funds.

The document is a coordinated effort of Anderson MPO and Local Planning Agencies (LPAs) located within the Metropolitan Planning Area (MPA) to plan transportation related improvements in a comprehensive and systematic framework that meets all federal and state guidelines (INDOT, FHWA, & FTA).

Responsibility

The principal group responsible for the development of the Transportation Improvement Program (TIP) is the Anderson MPO Technical Advisory Committee (TAC). This committee also assists in the development of the Transportation Management Systems. Membership of the TAC is comprised of the following:

- City Engineer, City of Anderson
- County Engineer, Madison County
- County Surveyor, Madison County
- Department Head, Office of Economic Development and Community Services, City of Anderson
- Department Head, Office of Municipal Development, City of Anderson
- Development Specialist, LPA-MPO Grant Administration, INDOT Central Office
- Executive Director, Anderson-Madison County Corporation of Economic Development (CED)
- Executive Director, Madison County Council of Governments (MCCOG)
- Executive Director, Madison County Environmental Management
- Executive Director, Madison County Plan Commission
- General Manager, City of Anderson Transit System (CATS)
- LPA Program Coordinator, INDO Greenfield District
- Program Manager, Public Transit Section, INDO Central Office
- Representative, Madison County Urban League

Formal adoption of the TIP is the responsibility of the Anderson MPO Policy Committee. Membership of that committee is comprised of the following:

- Mayor, City of Anderson
- Council Member, Town of Pendleton
- Member, Board of County Commissioners
- Chairman, Anderson Board of Public Works
- Council Member, City of Anderson
- Member, Madison County Council
- Mayor, City of Elwood
- Council Member, City of Elwood
- Council Member, Town of Daleville
- Planning Director, Madison County
- Surveyor, Madison County
The Anderson MPO enacts a process that assists in the development of a revised Transportation Improvement Program (TIP) Document to reflect federal transportation funding that will be expended over a period of four (4) years. While the process begins in January, the final document is not completed until late spring, but the TIP Development Process is generally a continuous one. Most importantly, the process includes input from a variety of sources representative of the Metropolitan Planning Area (MPA) including the Anderson MPO Policy Committee, the Anderson MPO Technical Advisory Committee (TAC), the general public, elected officials, community leaders, public & private transportation providers, INDOT Greenfield District, and INDOT Central Office.

The process of determining the use of those funds allocated to the Anderson MPO draws from the content and determinations of other processes involving public participation and approvals, as follows:

- **Unified Planning Work Program** – This document outlines the division of funding as it is applied to MPO operations, studies, and planned project-related expenditures. Additionally, the development of the UPWP assists in applying and monitoring the implementation progress of the Long-Range Transportation Plan (LRTP), now known as the Metropolitan Transportation Plan (MTP), which outlines special projects such as corridor studies, accident analyses, volume counts, data gathering & management, land use planning, environmental review, and Highway Performance Monitoring System (HPMS) activities. This document is used to assist in the overall larger TIP process, which exists to program federal aid for highway, bicycle, pedestrian, transit, safety, congestion, and air quality mitigation projects for a four-year period.

- **Air Quality Conformity** – The Air Quality Conformity Consultation Group for the nine-county non-attainment area began meeting in August 2004. The consultation group includes members from the Indianapolis MPO, Anderson MPO, Columbus MPO, INDOT Office of Environmental Services, INDOT Office of Planning, INDOT Office of Engineering, IDEM Air Quality, FHWA/FTA and EPA. The Madison-Delaware County Air Quality Conformity Consultation Group includes members from the Anderson MPO, Muncie MPO, INDOT Office of Environment, INDOT Office of Planning and Engineering, IDEM Office of Air Quality, FHWA, FTA, and EPA. The consultation groups meet quarterly or as needed for TIP amendments requiring an air quality conformity determination. This is further outlined by the Air Quality Conformity Policy adopted by resolution on June 12, 2008 by the Anderson MPO.

However, on April 6, 2015, the Environmental Protection Agency (EPA) revoked the 8-hour Ozone (1997) standard and on June 15, 2005, revoked the 1-hour Ozone (1979) standard. Additionally, effective October 24, 2016, the 1997 Primary Annual PM-2.5 NAAQS (level of 15 μg/m³) was revoked in attainment and maintenance areas for the National Ambient Air Quality Standards (NAAQS). On November 6, 2017, the EPA issued final designations for the 2015 NAAQS for ozone specifically identifying those counties with one or more monitors attaining the 2015 ozone NAAQS or are contributing to a violation of the 2015 ozone NAAQS or are contributing to a violation of the 2015 ozone NAAQS in another county. In this final ruling, Madison County is included in the classification list as “Attainment/Unclassifiable.”
Therefore, at this time, the Anderson MPO is no longer required to conduct Air Quality Conformity on projects within the Anderson MPA as it is considered an Air Quality Maintenance Area. While the maintenance area requirements no longer apply, the Anderson MPA remains eligible to receive CMAQ funds as part of the annual allocation. However, while there are no requirements at this time, the Anderson MPO still maintains that this is an area of concern and thus, its Policy shall remain in place and at such time when the Anderson MPA Air Quality Conformity requirements are effective once again; the Policy shall be in effect as well.

- **Performance-Based Planning** – The FAST Act, along with its predecessor, *Moving Ahead for Progress in the 21st Century Act (MAP-21)*, established new requirements for performance management to ensure the most efficient investment of Federal Transportation Funds. These laws require States to invest their resources in projects that achieve individual targets that collectively make progress toward seven (7) key areas, referred to as national goals. As a starting point, state DOT’s plan to use some of the performance measures that they have already been tracking for many years to measure how each state’s transportation system is operating (i.e., provide a benchmark). Monitoring these performance measures assists DOTs in setting goals, adjusting priorities, allocating resources, and developing policy. These seven national goals are described as follows:

1. **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

2. **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair.

3. **Congestion Reduction** – Achieve a significant reduction in congestion on the *National Highway System* (NHS).

4. **System Reliability** – Improve the efficiency of the surface transportation system.

5. **Freight Movement & Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

6. **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.

7. **Reduce Project Delivery Delays** – 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.

To date, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued new transportation planning rules on both the statewide and metropolitan transportation planning processes to reflect the use of a performance-based approach to decision-making in support of these seven (7) national goals. Each of these processes must document in writing how *Metropolitan Planning Organizations* (MPOs), *Indiana Department of Transportation* (INDOT), and providers of public transportation will jointly agree to the following:

1. Cooperatively develop and share information related to transportation performance data, the selection of performance measures, and the setting of performance targets.
2. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (23 CFR 450.30d).


Thus far, FTA has published performance measures for Transit Asset Management, which are now in effect. Additionally, FHWA has published performance measures for Safety, Bridge Condition, Pavement Condition, Congestion Reduction, and System Reliability; however, only the Safety Performance Measure is in effect at this time. INDOT, along with the MPOs and FHWA, continue to collaborate to identify Performance Targets (PT) for each Performance Measure (PM) as they are published by the Federal DOT and its various agencies. That progress is described later in this document.

Once all PTs and PMs are finalized, the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) must be modified to describe, to the maximum extent possible, how investment priorities and projects listed in the TIP and STIP achieve the Federally‐Required Performance Targets. Most importantly, without the inclusion of this information, FHWA and FTA cannot approve any amendments to the TIP and STIP after May 27, 2018.

Additionally, while indefinite delay to federal rulemakings for Performance Measures regarding Greenhouse Gases (GHG) have been announced (84 FR 14438), the Anderson MPO supports planning efforts, both statewide and regional, to address the long-term implications of GHGs through the ongoing development and management of the regional transportation network of the MPA. Further support for endeavors related to GHGs are facilitated through the Congestion, Mitigation, and Air Quality (CMAQ) Funds made available to the Anderson MPO and INDOT for projects that support surface transportation project and other related efforts that contribute to air quality improvements and provide congestion relief.

For additional information on Performance Based Planning, please reference the following:

- FHWA Final Rule: [http://www fhwa dot gov/tpm/rule cfm](http://www.fhwa.dot.gov/tpm/rule.cfm)
- Performance Based Planning and Programming Guidebook: [https://www fhwa dot gov/planning/performance_based_planning/pbpp_guidebook/](https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/)
PROJECT INCLUSION

The inclusion of projects within the TIP Document is based upon the Project Eligibility Review Process and Project Prioritization Policies. However, because of the ongoing development and future release of Performance Measures (PMs) and Performance Targets (PTs) established by the Federal Highway Administration (FHWA) and subsequently, the Indiana Department of Transportation (INDOT), as discussed previously; the submission, eligibility review, and prioritization of proposed projects will be updated differently in the future to reflect new criterion that must be incorporated into local MPO policies and procedures.

Upon release of the PMs and PTs, existing eligibility criteria, such as ADA Pre-Certification & Assurances, ERC Status, A-11 Audits, Indiana Local Technical Application Pathway (ITAP) Registration, Title VI Compliance, and the Anderson MPO Complete Streets Policy, will also be incorporated into the Project Eligibility Review and Project Prioritization Process policies, as well.

Project Eligibility Review Process

This process is fully-outlined in our Project Eligibility Review Policy adopted by resolution on December 10, 2015 (see appendix). Instead of a traditional “Call for Projects” where a specific amount of funds is made available to those Local Planning Agencies (LPAs) by application directly to the Anderson MPO, the intent is that ongoing collaboration and communication occurs between MPO staff and representatives, community leaders, and elected officials of the LPAs within both the Urbanized Area (UA) and the Metropolitan Planning Area (MPA). This ongoing communication ensures that as local needs and priorities are identified, whether related to maintenance, land development, or safety improvement; a host of LPA-defined projects can be identified in early planning stages of an individual community or area within the MPA. In addition to this ongoing collaboration and communication, the intent is that each time preparations are being made to update the Metropolitan Transportation Plan (MTP), formerly referred to as the Long-Range Transportation Plan, MPO staff will make a collective effort to gather project needs, wants, and ideas from the LPAs within the Anderson MPA. Below is a step-by-step description of how information regarding potential projects is transmitted and subsequently reviewed by MPO staff.

1. Project Eligibility Review (PER) Form – Step 1 Submission: This basic form requires the LPA to provide basic information regarding their proposed project including: (1) Roadway/Intersection (or Trailway/Multi-Use Path Name), (2) Project Length, (3) Termini, and most importantly, (4) a Basic Description of what the project will include or in other words, a “proposed project scope”.

2. PER Form – Step 1 Review: Upon receipt of this form, MPO staff will review to identify if further discussion or clarification is necessary, which is often required to ensure that the MPO understands the potential challenges, purpose & need, and any adjacent/associated project coordination that may be required, whether LPA-funded, State-Initiated, infrastructure improvement, or development-related. During this step, meetings with representatives of the LPA may be required to ensure clarification and specific development of the project scope.

3. Project Eligibility Determination: Once MPO staff has a good understanding of the proposed project, it must be determined if the proposed project is actually eligible for MPO funds. More specifically, MPO staff must answer several questions related to project eligibility: (1) Is the project located within the Urbanized Area (UA), (2) Does the LPA have a current Employee in Responsible Charge (ERC)?, (3) Does the LPA have the ability to provide local matching funds for this specific project location?, (4) Does the LPA have the ability to manage a FHWA-Funded Project?, and (5) Is it likely that the LPA would be willing to abide by the final project once it is issued by the MPO?
Please Note: In the event a project is deemed ineligible, MPO staff will look for other funding opportunities that might address the purpose and need identified for the ineligible proposed project. Oftentimes, rather than identifying a proposed project as ineligible, MPO staff will look for ways to incorporate the proposed project into a larger project that might be eligible for MPO funds.

4. **Project Scope Development:** In preparation for PMs and PTs that will impact the future delivery requirements of a given project, a project’s purpose, or the final product upon completion of construction, MPO staff will develop a final project scope based upon all available information and previous discussion with the LPA. This ensures that the project being awarded by the MPO will be the project that is constructed, wholly and in its entirety.

Please Note: Final Project Scopes are included in the MPO Award Letter with specific language noting that the entirety of the scope must be completed. This means that if project costs increase for whatever reason, specific project components, such as sidewalks or other pedestrian, bicycle, transit, wayfinding, beautification, or other elements cannot be eliminated from the project to offset those unforeseen cost increases. This language is included in preparation to avoid the lack of compliance with PMs and PTs once established and enforced in the future.

5. **Red Flag Investigation:** Per our Red Flag Investigation Policy adopted by resolution on August 1, 2013 (see appendix), all projects submitted for eligibility review or sponsored by an LPA within our MPA are required to have a Red Flag Investigation (RFI) Report, per INDOT standards, completed by MPO staff and provided to the LPA. One of the requirements of the RFI Report is to describe the scope of work being completed. This information is important to understand not only the proposed project alignment and termini, but also the components and standards by which the project will be constructed to ensure that the potential impacts or “Area of Potential Effect” (APE) can be located.

Please Note: Any project awarded by the MPO and accepted by the LPA requires that the RFI Report is provided to any contracted or subcontracted consultant for the purposes of (1) more accurate cost estimation, (2) ongoing design guidance, and (3) required submission as a required attachment to any NEPA Document submitted as part of the Project Development Process (PDP) through INDOT. Thus, the LPA’s contracted Design Consultant (PE Phase) may not invoice for an RFI Report as it is completed prior to consultant selection (not federally-eligible) and completed by the MPO on behalf of the LPA, which is a cost savings to the LPA. (This caveat is included as one of the terms stated within the MPO Award Letter.)

6. **Project Eligibility Review (PER) Form – Step 2 Submission:** Upon receipt of the RFI Report, the LPA should review the final scope included in the report as developed by MPO staff. If the LPA wishes to move forward for consideration of an MPO Funding Award, the PER Form – Step 2 must be submitted. This form requires more specific information regarding (1) the proposed project timeline, (2) cost estimates by project phase, and (3) projected State Fiscal Year (SFY) of obligation of funds for each phase. Because of the limitations of MPO funds (amount & type of funds available and required year of obligation), this information is critical to overall project success, not to mention potential time and cost savings for the LPA. Thus, the PER Form – Step 2 requires a Stamped Engineer’s Estimate (by phase) to accompany the form as documentation. This requirement further stresses the importance of an accurate, well-thought, all-inclusive estimate that should take into account potential impacts within the APE and any potential stumbling blocks or challenges that will likely be faced during project development and/or construction.

Please Note: While it is understood that unknown issues may arise during project development that could not be foreseen, it is the expectation of the MPO that significant effort should be made to consider all possible impacts to project cost. Only those costs that could not be foreseen with the data
gathered prior to project award by the MPO through the RFI Report or by the LPA or its Consultant should be considered for additional MPO Funding Awards.

7. **PER Form – Step 2 Review:** Upon receipt of this form, MPO staff will review for accuracy and completeness. At the most basic level, MPO staff will utilize its Project Prioritization Policy to determine which projects or project types are most important. Specific details of this policy are provided in this document, but it generally formalizes the commitment of the Anderson MPO to fund those projects that are incomplete, nearly complete, or require separate phases to ensure completion before committing to provide funds for new projects with the exception of emergencies related to health, safety, and welfare.

Once the **Project Prioritization Policy** has been applied to those projects submitted, MPO staff will review the proposed project and apply scoring criteria, first for the community itself, for (1) its preparedness in future planning through various planning activities and document preparation and adoption, but also (2) a community’s sensitivity to ongoing planning, through updates to those planning activities and documents. This analysis substantiates the importance of a project, not only to community leaders requesting the MPO funds, but also the existence of community support through planning activities that identify, prioritize, and provide transparency to the public for future infrastructure needs or ongoing improvement or maintenance of that infrastructure. Additional scoring criteria is also applied to the project through **Purpose & Need** in comparison to other projects submitted, meaning projects scoring higher are more important to (1) the goals of the **Metropolitan Transportation Plan** (MTP), (2) any local policies, such as a **Complete Streets**, and in the future, PMs and PTs, whether locally defined or adhering to the minimum standards and policies developed at FHWA and FTA, and/or INDOT, whichever is more stringent.

8. **MPO Funding Award Letter** – Once all steps have been completed, MPO staff will develop award letters that outline the amounts, funding types, funding obligation year required for each phase included in the award. For more complicated projects where obligation of funds for future phases is questionable or potentially challenging because of environmental impacts or other stumbling blocks, the MPO may only include one phase per award letter. This provides the MPO and the LPA the maximum flexibility to address and manage those impacts and obstacles without a potential loss of funds because of project delays.

**TIP Amendments & Modifications**

While the Transportation Improvement Program (TIP) Document is developed for a four-year period and developed and adopted every two (2) years in tandem with the State Transportation Improvement Program (STIP, also referred to as the INSTIP), additional projects must be added to the TIP Project List as they are awarded or identified by INDOT or the MPO. Additionally, increases in funds caused from increased project cost estimates, changes in project timelines, availability of federal or state funds, contract changes, award of additional funds, or changes in the prioritization of funding allocations can all have an impact upon what is included or already included in the **TIP Project List**.

INDOT Policy refers to any “new” project (not previously listed in the TIP or STIP) as an “Amendment” and any change to an existing project (already listed in TIP and STIP) as a “Modification”. However, the Anderson MPO identifies those changes, whether “new” projects or changes which are deemed “significant”, as an “Amendment”, while only minor changes are considered a “Modification”. On August 1, 2013, the Anderson MPO formalized this clarification by adopting by resolution a **TIP Amendment & Modification Policy** (see appendix) which further outlines what changes are considered “significant” versus “minor”. The reason for this clarification is that “Amendments” must be presented and adopted by resolution via board approval, while “Modifications” can be approved by the Executive Director. This clarification further establishes a level of
transparency and accountability for MPO staff to its board members for the ebb and flow of funds managed by the MPO.

Per the TIP Amendment & Modification Policy, those items that are considered “Amendments” are as follows:

- Any New Project or New Project Phase not yet amended into the TIP
- Expansion or Redefinition of a Project Scope
- Change in the INDOT Designation Number (Des #)
- Increase in Funding Award
- Additional Funding Award
- Any Redistribution of a Currently Listed Funding Award to a New Project Phase
- Change in Funding Split or Required Local Matching Funds
- Project is Deleted from the TIP
- Change in Funding Year that moves the project from an expiring Transportation bill into a new Transportation Bill

Per the TIP Amendment & Modification Policy, those items that are considered “Modifications” are as follows:

- Reduction in Awarded Funds
- Change in Funding Year within the Current Transportation Bill
- Reduction of an Existing Project Scope
- Division or Segmentation of the Alignment of an Existing Project Scope

Per the TIP Amendment & Modification Policy, those items that are considered neither an “Amendment” nor a “Modification” are as follows:

- Minor Change in Project Description
- Grammatical Changes
- Additional Information Added
- Change in Letting Date within same State Fiscal Year (SFY)

Additionally, a few other considerations must also be made with regards to amendments and modifications, which are also described in the adopted policy. Changes in project estimates do not require a TIP Amendment or TIP Modification unless the change initiates an additional award of funding. A Change Order (CO) or an Advise of Change (post construction), whether monetary, schedule-related, or scope change may require a TIP Amendment or TIP Modification.

Submission of a TIP Amendment or Modification for a State-Sponsored Project must be submitted via a STIP Amendment-Modification Request Form as provided by INDOT. Submission of a TIP Amendment or Modification for an LPA-Sponsored Project must be submitted via a TIP Amendment Request Form as provided by the Anderson MPO and available at www.mccog.net/TIP.html.

TIP Amendment Resolutions are presented at the bi-monthly TAC Board/Policy Board Meeting, which are held in February, March, April, June, August, October, and December. Any TIP Amendment Resolution that must be processed in months when there is no meeting, the Anderson MPO will prepare an Emergency TIP Amendment Resolution that is sent to board members via email for an email vote. This is not to be confused with what INDOT considers an Emergency STIP Amendment, which occurs only when there is a required sense of urgency to amend or correct a project within the STIP when there is a contractual issue, threatened loss of funds requires immediate obligation, or some other significant issue.
All TIP Amendments or Modifications processed by an MPO, whether State-Managed or LPA-Sponsored, must be submitted as a STIP Amendment or STIP Modification via the STIP Amendment-Modification Request Form as provided by INDOT. These must be submitted monthly to applicable Project Managers, Program Coordinators, and other INDOT staff for STIP Inclusion or correction. All submissions to INDOT must adhere to the STIP Amendment-Modification Submission Deadlines issued by INDOT otherwise, they must be resubmitted prior to the deadline for the following month. Additionally, a copy of the signed TIP Amendment Resolution or TIP Modification Letter must be submitted along with the STIP Amendment-Modification Request Form.
DEVELOPMENT SCHEDULE

Actual development of the TIP Document is conducted in several stages, which are enumerated below in chronological order.

Please Note: Because of new policies adopted by the MPO and in preparation of the development and release of Performance Measures by the Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and the Anderson MPO; future development of the TIP Document may be conducted significantly different from the schedule described below.

Stage 1: Project Interest
1. TIP Project Development Meetings held with the Anderson City Engineer, Madison County Engineer, and all other LPAs within the MPA to initiate the process and discuss the development timeline.
2. Meetings held with the Anderson Board of Public Works and Madison County Board of Commissioners for future transportation needs.
3. Meetings held with the Anderson Board of Public Works, City of Anderson Transportation Department (CATS), and Anderson Department of Municipal Development (Planning) on future transit needs.
4. Discussion with the INDOT Department of LPA & Grants Administration and the INDOT Greenfield District Office regarding both local and state projects.
5. Requests to LPA ERCs to submit project ideas, including both needs and wants, to the MPO for review through the Project Eligibility Review Process.

Stage 2: Public Comment
6. Meetings held with the MPO Technical Advisory Committee (TAC) and MPO Policy Committee regarding project consideration and prioritization.
7. Draft TIP Document developed and presented to the MPO Technical Advisory Committee (TAC) and MPO Policy Committee for public review and comment.
8. Letters mailed to private transit providers within the MPA for comments on the Draft TIP Document.

Stage 3: Approval
11. Final TIP Document presented to the MPO Technical Advisory Committee (TAC) and MPO Policy Committee for approval by formal resolution.
12. Approved TIP Document submitted to INDOT for their approval and subsequent approval by the Federal Highway Administration (FHWA).
13. Portions of the Approved TIP Document made available to the MPO Technical Advisory Committee (TAC) and MPO Policy Committee.
PROJECT PRIORITIZATION

After determined eligible through the Project Eligibility Review Process, proposed projects are eligible through the and prioritized by the MPO Policy Board before final decisions on the funding award and project programming. Below is a detailed description of project categories outlined in our revised Project Prioritization Policy adopted October 2, 2014. For further clarification, a Project Prioritization Matrix has been provided in the Appendix of this document to accompany the descriptive category list found below.

Emergency Projects

1. 1st Priority - Emergency Projects - Funds required for the completion of the Construction Phase (CN) of an Eligible Capital Improvement Project that poses an Immediate Threat to the health, safety, and welfare of residents, property owners, or businesses within the Anderson Metropolitan Planning Area (MPA).

Awarded Multi-Segment Projects

2. 2nd Priority - Multi-Segment Projects Currently Under Construction - Additional funds required for the completion of the Construction Phase (CN) of a Previously-Awarded Segment of an eligible, Multi-Segment Capital Improvement Project currently under construction.

3. 3rd Priority - Multi-Segment Projects Previously Under Construction - Additional funds required for the completion of the Construction Phase (CN) of a Previously-Awarded Segment of an eligible, Multi-Segment Capital Improvement Project that had been previously under construction but postponed for environmental, permitting, railroad, right-of-way, or other issues outside the control of the LPA or other awarded entity.

4. 4th Priority - Obligated Multi-Segment Projects - Additional funds required for the completion of the Construction Phase (CN) of a Previously-Awarded Segment of an eligible, Multi-Segment Capital Improvement Project with funds previously obligated and not Let for Construction for one or all of the following phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases.

Awarded Single-Segment Projects

5. 5th Priority - Single-Segment Projects Currently Under Construction - Additional funds required for the completion of the Construction Phase (CN) of a Previously-Awarded, eligible, Single-Segment Capital Improvement Project currently under construction.

6. 6th Priority - Single-Segment Projects Previously Under Construction - Additional funds required for the completion of the Construction Phase (CN) of a previously-awarded, eligible, Single-Segment Capital Improvement Project previously under construction but postponed for environmental, permitting, railroad, right-of-way, or other issues outside the control of the LPA or other awarded entity.

7. 7th Priority - Obligated Single-Segment Projects - Additional Funds Required for the Completion of the Construction Phase (CN) of a previously-awarded, eligible, Single-Segment Capital Improvement Project with funds previously obligated for one or all of the following phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases.
8. **8th Priority - Critical Projects** - Funds required for the completion of the *Construction Phase* (CN) of an eligible *Capital Improvement Project Necessary* to maintain a minimum *Level of Service* (LOS), compliance with Federal Law, or compliance with all established National, State, and MPO Performance Measures, and **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

9. **9th Priority - Critical Capital Items** - Funds required for the completion and/or purchase of an eligible *Capital Item Necessary* to maintain a minimum *Level of Service* (LOS), compliance with Federal Law, or compliance with all established National, State, and MPO Performance Measures, and **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

10. **10th Priority - Essential Projects** - Funds required for the completion of the *Construction Phase* (CN) of an eligible *Capital Improvement Project Necessary* to enhance capacity in the short-term and/or anticipate the replacement of unsatisfactory facilities at a higher *Level of Service* (LOS) to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

11. **11th Priority - Essential Capital Items** - Funds required for the completion and/or purchase of an eligible *Capital Item Necessary* for ideal operations or services to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

12. **12th Priority - Desirable Projects** - Funds required for the completion of the *Construction Phase* (CN) of an eligible *Capital Improvement Project Necessary* for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

13. **13th Priority - Desirable Capital Items** - Funds required for the completion and/or purchase of an eligible *Capital Item Necessary* for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

**Not Listed in MTP**

14. **14th Priority - Unplanned Projects** - Funds required for the completion of the *Construction Phase* (CN) of an eligible *Capital Improvement Project Necessary* for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

15. **15th Priority - Unplanned Capital Items** - Funds required for the completion and/or purchase of an eligible *Capital Item Necessary* for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

16. **16th Priority - Non-Essential Projects** - Funds required for the completion of the *Construction Phase* (CN) of an eligible *Capital Improvement Project Not Necessary* for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
17. **17th Priority - Non-Essential Capital Items** - Funds required for the completion and/or purchase of an eligible **Capital Item Not Necessary** for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current **Metropolitan Transportation Plan (MTP)** for the Anderson MPO.
PERFORMANCE MEASURES

As discussed previously, FHWA and FTA continue to develop PMs and PTs and release those as they are established. As they are released, INDOT, along with the MPOs and the Indiana Division of the FHWA, continue to collaborate to identify Performance Targets (PT) for each Performance Measure (PM) as they are published by the Federal DOT and its various agencies. Below is a synopsis of the progress made thus far during this ongoing collaboration.

- **Safety** - The **Highway Safety Improvement Program** (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP Funding, along with other funding sources, are used to implement safety improvements with the purpose to reduce roadway crashes along with a corresponding reduction in fatalities and serious injuries on all public roads.

INDOT, MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) are actively discussing and collaborating on the **Safety Performance Measures** and **Safety Performance Targets**. INDOT plans to submit their Safety Performance Measures by August 31, 2017 and subsequently, the Anderson MPO will have until February 27, 2018 to follow INDOT’s submission by supporting the INDOT Safety Targets or by setting their own independent targets that meet and/or exceed INDOT’s. The five (5) specific Safety Performance Measures include:

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

- **Infrastructure Condition** – The **National Highway Performance Program** (NHPP) is a core Federal-Aid highway program that provides support to improve the condition and performance of the NHS and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

The performance measures for pavement and bridge condition are applicable to both Interstate and Non-Interstate Highways that comprise the National Highway System (NHS), which includes the entire Interstate Highway System, as well as other roads important to the nation’s economy, defense, and mobility, including ramps utilized to access that system. In total, there are four (4) measures that assess pavement condition and two (2) measures that assess bridge condition.

1. Percent of Interstate System Pavements in Good Condition
2. Percent of Interstate System Pavements in Poor Condition
3. Percent of Non-Interstate System Pavements in Good Condition
4. Percent of Non-Interstate System Pavements in Poor Condition
5. Percent of NHS Bridges classified in Good Condition
6. Percent of NHS Bridges classified in Poor Condition

INDOT, FHWA, and the MPO will collectively develop targets for the pavement and bridge performance measures.

- **System Performance** – The **System Performance Measures** are also applicable to the Interstate and Non-Interstate NHS. These measures address the national goal of **Congestion Reduction** by establishing several measures for on-road mobile source emissions consistent with the **Congestion Mitigation and Air Quality Program** (CMAQ). Additionally, these performance measures address the national goals of **System Reliability** and **Freight Movement & Economic Vitality**. In total, there are
three (3) measures that assess Congestion Reduction, two (2) addressing System Reliability, and one (1) measure that addresses Freight Movement & Economic Vitality.

1. Annual hours of Peak-Hour Excessive Delay per capita percent of Non-SOV Travel
2. Percent Change in Tailpipe CO₂ Emissions on the NHS compared to levels of CY2017
3. Total Emissions Reductions
4. Percent of Person-Miles Traveled on the Interstate System that are Reliable
5. Percent of Person-Miles Traveled on the Non-Interstate System that are Reliable
6. Truck Travel Time Reliability (TTTR) Index

At this time, IN DOT has not developed any PMs that address Environmental Sustainability or a Reduction in Project Delivery Delays.

Additionally, while indefinite delay to federal rulemakings for Performance Measures regarding Greenhouse Gases (GHG) have been announced (84 FR 14438), the Anderson MPO supports planning efforts, both statewide and regional, to address the long-term implications of GHGs through the ongoing development and management of the regional transportation network of the MPA. Further support for endeavors related to GHGs are facilitated through the Congestion, Mitigation, and Air Quality (CMAQ) Funds made available to the Anderson MPO and IN DOT for projects that support surface transportation project and other related efforts that contribute to air quality improvements and provide congestion relief.
REVENUE FORECAST

Joint regulations governing the development of the Transportation Improvement Program (TIP) require that estimates consider the expected amount of funding available during the program period. All forecasted figures have been provided by state and local publications and based upon the Indiana State Fiscal Year, July 1st through June 30th.

Local Funding Options

Local funding is considered to be all types of funding that are not directly provided by the State of Indiana or by a Federal Agency. The following are those revenue-generating funding mechanisms potentially available to Local Planning Agencies (LPA’s) (i.e., municipalities) within the Anderson Metropolitan Planning Area (MPA). Some of these funding mechanisms may only be established by counties, while others may be established by either counties or incorporated cities or towns.

1. **Local Road and Street Account** (LRS) - This funding mechanism is available to all Indiana municipalities if adopted and established under Indiana Code. Each municipality has the ability to set aside funds in a designated account for the engineering, construction, and reconstruction of roads, streets, or bridges, as well as for the payment of bonds and interest to finance these types of projects.

   *The availability of this fund varies for each LPA and eligibility may vary depending on the scope of the project.*

2. **Tax Increment Financing** (TIF) – This funding mechanism is available to all Indiana municipalities if adopted and established under Indiana Code. TIF funds collected from property owners in the designated TIF District may only be used for improvement projects within the same designated Tax Increment Financing District, whether defined as a Redevelopment Area or an Economic Development Area. Those TIF District Improvements may include (1) road, interchange, and right-of-way improvements; (2) infrastructure improvements for water, sewer, and stormwater; or (3) physical improvements or alterations of property that enhance the commercial viability of the district, such as pedestrian infrastructure, lighting, or other amenities related to alternative modes of transportation.

Currently, there are TIF Districts located within the Metropolitan Planning Area (MPA) of the Anderson MPO in the following communities:

- Alexandria
- Anderson
- Daleville
- Elwood
- Fortville
- Pendleton

*The availability of this fund varies for each LPA and eligibility may vary depending on the scope of the project.*
3. **Cumulative Bridge Fund** (CUMBR) – This funding mechanism is available to all Indiana Counties if adopted and established under Indiana Code. These funds may only be used for the construction, reconstruction, maintenance, and repair of bridges, bridge approaches, or grade separations.

   **Madison County:** This funding mechanism is currently utilized and is generally used for bridge repair costs.

   **Delaware County:** This funding mechanism is currently utilized and is generally used for bridge repair costs.

   **Hancock County:** This funding mechanism is currently utilized and is generally used for bridge repair costs.

   *The reconstruction of bridges is the responsibility and under the jurisdiction of a County Board of Commissioners. The availability of this fund varies for all counties within the State of Indiana and eligibility may vary depending on the scope of the project*

4. **Cumulative Capital Improvement Fund** (CCI) – This funding mechanism is available to all Indiana municipalities and may be used to fund a variety of capital needs of a community as identified in IC 36-9-16-2 & IC 36-9-16-3. More specifically, this fund may be used for the following capital needs related to a transportation project: (1) acquire land or rights-of-way to be used for public ways or sidewalks, (2) construct and maintain public ways or sidewalks, or (3) acquire land or rights-of-way for the construction of sanitary or storm sewers (or both).

   **Madison County:** This funding mechanism is available but historically, has been in areas other than transportation-related projects.

   **Delaware County:** This funding mechanism is currently not available in Delaware County.

   **Hancock County:** This funding mechanism is available only for non-transportation-related projects. Any capital improvements for transportation are included as a budgetary request from the County Highway Department annually.

   *The availability of this fund varies for each LPA and eligibility may vary depending on the scope of the project.*

5. **Local Option Income Tax** (LOIT) – This funding mechanism is available to all Indiana municipalities if adopted and established under Indiana Code.

   In 2007, the *House Enrolled Act 1478* was adopted. Under this bill, counties were given more flexibility to fund the costs of local government with local income taxes instead of property taxes. The three new options allowed by legislation include:

   - Incremental - Counties may choose to fund local operating budget increases by adopting a *County Adjusted Gross Income Tax* (CAGIT) rate or an additional County Option Income Tax (COIT) rate instead of increasing property taxes. The rate must be set incrementally for two years and
cannot exceed 1%. The local option income tax used for operating funds requires the Department of Local Government Finance to “freeze” property tax levies and fund future levy growth through local option income taxes for operating needs.

- **Replacement** - Counties may choose to implement a CAGIT rate or COIT rate to fund a dollar-for-dollar in exchange for property tax relief up to 1% in increments of .05% across the board by targeting relief for: (1) property tax replacement credits; (2) a uniform increase in the homestead credit percentage in the county; or (3) local property tax replacement credits at a uniform rate for all qualified residential property.

- **Public Safety** - Counties may choose to adopt a local income tax for public safety of up to the lesser of .25% or the local option income tax rate imposed for property tax relief provided that the first two options (incremental and replacement) are adopted.

**Madison County** – A County Option Income Tax (COIT) was implemented by the Madison County Council in 1985 and may be made available for transportation-related projects. These funds are distributed by the county to all incorporated communities within Madison County with funding amounts provided by the State. In the past, these funds have been used to fund road paving projects on roads under the jurisdiction of Madison County, but each municipality may choose how those funds are spent.

**Delaware County**: The funding mechanism is currently available to the County and also distributed to all incorporated communities, including the Town of Daleville.

**Hancock County**: A County Adjusted Gross Income Tax (CAGIT) is currently utilized but is limited to uses other than transportation-related projects.

*The availability of this fund varies for each county. These funds vary annually for each participating county, as they are dependent upon the amount of income taxes collected by Madison County.*

6. **Motor Vehicle Highway Fund** (MVH) – This funding mechanism makes available to Indiana Counties a portion of those funds collected by the State of Indiana through motor vehicle registration fees, licensing fees, gasoline taxes, titling fees, weight taxes, excise taxes, and other special taxes related to motor vehicles, trailers, fuel, owners, or operators. A portion of MVH funds collected are allocated and disbursed directly to each Indiana county and then each county distributes those funds to all incorporated communities within that county with funding amounts provided by the State. MVH funds can cover the cost of labor, materials, and equipment required for the construction, reconstruction, maintenance, and operation of highways, roads, streets, and bridges within the jurisdiction of the applicant. The MVH fund may also be used to finance up to 10% for local law enforcement purposes.
The availability of this fund varies for each county. These funds vary annually for each participating county, as they are dependent upon the amount of fees and taxes collected by the State of Indiana.

7. **Food & Beverage Tax** – This funding mechanism is available to some Indiana Counties individually by state statute. However, if the tax is imposed, “...the county fiscal officer shall establish an economic development project fund...” (IC 6-9-26-11) and those funds collected “shall be used solely to: (1) finance, construct, improve, equip, operate, maintain, and promote first, a civic center, and then an economic development project, if there is money not needed for a civic center...” (IC 6-9-26-12). Each participating municipality may utilize these funds as defined above. However, each municipality must follow the method, purpose, process, and use of these funds as defined in Indiana Code for their respective community.

**Madison County** – This funding mechanism became effective in February 1989 and set at a rate of 1%. These funds are limited for an “Economic Development Project” and must “...(A) attract new business enterprises to the county or retain or expand existing business enterprises in the county, (B) benefit the public health and welfare and be of public utility and benefit, (C) protect and increase state and local tax bases or revenues, and (D) result in a substantial increase and permanent employment opportunities and private sector investment within the county.” (IC 6-9-26-12)

**Delaware County:** This funding mechanism became effective in August 2005 and set at a rate of 1%. However, the funds collected may only be used by the Civic Center Authority to “…finance, construct, improve, equip, operate, maintain, and promote the use of a civic center or to renovate, equip, operate, maintain, and promote the use of any existing structure that may be used as a civic center.” (IC 6-9-21-9)

**Hancock County:** This funding mechanism became effective in August 2005 and set at a rate of 1%. Fifty percent (50%) of the revenues received and up to five million dollars ($5,000,000) is distributed to the Capital Improvement Board for disbursement. The revenues may be used for any purpose permitted under IC 6-9-3.5-24, including the pledge of County Tax Revenues to the payment of bonds, leases, or other obligations in accordance with IC 5-1-14-4. (Hancock County Ordinance 2005-6B)

8. **Local Option Highway User Tax** (LOHUT or Wheel Tax) – This funding mechanism is collected at the Indiana Bureau of Motor Vehicle (BMV) locations throughout the state. Funds collected are based upon two components: (1) County Motor Vehicle Excise Surtax, which is a surtax on the vehicle excise tax paid at the time of registration (applies to automobiles, motorcycles, and trucks under 11,000 pounds) and (2) County Wheel Tax, which is a per vehicle tax on those vehicles not subject to the excise surtax (primarily larger and commercial vehicles including buses, recreational vehicles, semitrailers, tractors, trailers, and trucks). (IC 6-3.5-4 & IC 6-3.5-5)

**Madison County** – This funding mechanism was available in Madison County, but was repealed by the Madison County Council in 2012. However, it was reinstated in 2013 for funding disbursements beginning in Fiscal Year 2014.

**Delaware County:** The funding mechanism is currently collected and utilized as a primary funding mechanism for transportation-related projects.
**Hancock County:** The funding mechanism is currently collected and utilized as a primary funding mechanism for transportation-related projects.

9. **County Economic Development Income Tax** (CEDIT) – This funding mechanism is available to all counties to collect and establish an economic development income tax fund. These funds may be used by a county, city, or town for:

   - (1) economic development projects, for paying, notwithstanding any other law, under a written agreement all or a part of the interest owed by a private developer or user on a loan extended by a financial institution or other lender to the developer or user if the proceeds of the loan are or are to be used to finance an economic development project, for the retirement of bonds un section 14 of this chapter for economic development projects, for leases under section 21 of this chapter, or for leases or bonds entered in to or issued prior to the date the economic development income tax was imposed if the purpose of the lease or bonds would have qualified as a purpose under this chapter at the time the lease was entered into or the bonds were issued. (IC 6-3.5-7-13.1)

   - (2) (A) the construction or acquisition of, remedial action with respect to, a capital project for which the unit is empowered to issue general obligation bonds, or establish a fund under any statute listed in IC 6-1.1-18.5-9.8, (B) the retirement of bonds issued under any provision of Indiana law for a capital project, (C) the payment of lease rentals under any statute for a capital project, (D) contract payments to a nonprofit corporation whose primary corporate purpose is to assist government in planning and implementing economic development projects, (E) operating expenses of a governmental entity that plans or implements economic development projects, (F) to the extent not otherwise allow under this chapter, funding substance removal or remedial action in a designated unit, or (G) fund of a revolving fund established under IC 5-1-14-14. (IC 6-3.5-7-13.1)

   - (3) any lawful purpose for which money in any of its other funds may be used. (IC 6-3.5-7-13.1)

   - (4) making transfers required by IC 36-7.5-4.2. (IC 6-3.5-7-13.1)

**Madison County:** This funding mechanism is currently not available. The CEDIT tax was repealed by the Madison County Council.

**Delaware County:** This funding mechanism is currently used and a portion of these may be used toward transportation improvement projects.

**Hancock County:** This funding mechanism is collected but deposited directly into the Library Property Tax Replacement Fund and can only be used to replace public library property taxes imposed by libraries in Hancock County. (Hancock County Ordinance 2013-6A)

10. **Gaming Revenue Distribution** – This is a distribution of a portion of the gaming proceeds collected by the State of Indiana from all gaming locations, methods, and structures. These proceeds are divided on a per capita basis and distributed to each county monthly. Upon
receipt of these funds, the County Auditor’s Office sends each of the municipalities within the county a check for their portion of these funds. The disbursement to each municipality is based upon the population as reported in the 2010 Census.

Each local funding mechanism is eligible as a source of local matching funds required for Federal Highway Administration (FHWA) funding programs. However, only those projects within the jurisdiction of a given municipality (LPA) may apply the revenue from these funding mechanisms designated to the project as local matching funds.

Federal Funding Options

The Federal-Aid Highway Act of 1956 created the Highway Trust Fund, which earmarked motor vehicle taxes and user fees as the source of these federally-distributed funds. These funds are used for: (1) Interstates, (2) Highways of National Significance (HNS), and (3) other highway-related needs such as bus lanes, transportation enhancements, and safety. The programs funded with the Highway Trust Fund are categorical in nature with individual cost share rates, jurisdictional limits, and project emphases.

The Fixing America’s Surface Transportation Act (FAST Act) continues and/or provides further clarification of content included in the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act redefined the criteria and details outlined in MAP-21 for each funding program distributed. The Indiana Department of Transportation (INDOT) provides additional details that further refine the funding process by implementing supplemental policies and administrative guidelines to equitably distribute limited resources.

The list below identifies the different ways in which Federal Funds are equitably distributed throughout the State of Indiana for use for transportation and transportation-related purposes:

*The funds listed below are not eligible for use as the required local match on federally-funded projects.

- **State Funds** - Annually, the State of Indiana receives an allotment of Federal Funds from the Federal Highway Administration (FHWA) to improve state-owned roads, highways, bridges, infrastructure located within these public ways, or other transportation-related infrastructure owned and under the responsibility of the State of Indiana and the FHWA. These funds are released to INDOT and disbursed to each INDOT District, Sub-District, or INDOT Central Office. These funds are utilized for INDOT operations per federal guidelines and responsibilities, applied to prioritized projects every four (4) years as identified in the Indiana State Transportation Improvement Program (INSTIP), allocated to emergency projects, and provided for minor projects under the discretion, management, and guidance of each district.

- **Transit Funds** – These funds are distributed in several ways but are generated from the Federal Transit Administration (FTA). Several funding programs are available and are defined by their Section in the Federal Register.

  1. **Section 5307** (Urbanized Area Formula Grants) – This program provides grants to Urbanized Areas (UA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation’s urbanized areas, which depend on public
transportation to improve mobility and reduce congestion. Eligible Capital Projects require 20% local matching funds for every dollar of Federal Funds. Similarly, use of 5307 Funds for Operating Expenses require 50% local matching funds. Municipalities with a population greater than 50,000 within an Urbanized Area (UA) receive an Annual Apportionment from FTA published in the Federal Register each February or March. The intent to use these funds must be submitted in the form of a Grant Application in FTA’s Transportation Electronic Award Management (TEAM) system. Upon review and successful approval, section 5307 recipients may request qualified reimbursement amounts upon payment or expenditure of funds. (MAP-21 Fact Sheet – Section 5307)

Eligible projects include the following:

- Capital Projects
- Planning
- Job Access & Reverse Commute (JARC) Projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers
- Operating Costs in areas with fewer than 200,000 in population
- Operating Costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed-guideway excluded)
- Acquisition of Public Transportation Services

2. **Section 5311** (Rural Area Formula Grants) – This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. (MAP-21 Fact Sheet – Section 5311) INDOT manages the application process for eligible entities applying for these funds on behalf of each county. In the State of Indiana, the reimbursement of funds is capped at an amount that is relative to the amount of State Funds Received from the Public Mass Transportation Fund (PMTF). Eligible projects include the following:

- Planning
- Capital Projects
- Operating Expenses
- Job Access & Reverse Commute (JARC) Projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers
- Acquisition of Public Transportation Services

3. **Section 5339** (Bus & Bus Facilities) – Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. These funds are distributed to INDOT and must be applied by application. Eligible subrecipients include public agencies and private nonprofit organizations engaged in public transportation, including those providing service open to a segment of the general public, as defined by age, disability, or low income. (MAP-21 Fact Sheet – Section 5339)
4. **Section 5309** (Fixed Guideway Capital Investment Grants, aka “New Starts”) – Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. (MAP-21 Fact Sheet – Section 5309) Similar to other funding programs, 20% local matching funds are required for every dollar of Federal Funds used. Eligible projects include the following:

- New Fixed-Guideways
- Extensions to Fixed Guideways
- Bus Rapid Transit Projects operating in Mixed Traffic that represents a Substantial Investment in the Corridor
- Projects that Improve Capacity on an Existing Fixed-Guideway System

5. **Section 5310** (Enhanced Mobility of Seniors & Individuals with Disabilities) – This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. These funds are distributed to INDOT and must be applied by application. Eligible subrecipients include local government authorities, private nonprofit organizations, or operators of public transportation that receive a grant indirectly through a recipient. (MAP-21 Fact Sheet – Section 5310) Eligible activities may cover both Operating Expenses and/or Capital Projects, however, applicable local matching funds are required for every dollar of Federal Funds used: 20% for Capital Projects and 50% for Operating Expenses.

6. **Section 5337** (State of Good Repair Grants) – While not currently applicable to Madison County because of the lack of eligible public transportation facilities, below is a brief description of this program.

A new formula-based State of Good Repair program is FTA’s first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus system that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. (MAP-21 Fact Sheet – Section 5337)
• **Surface Transportation Block Grant Program (STBG, formerly STP)** – The FAST Act converts the long-standing Surface Transportation Program (STP) into the 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 it. [FAST Act § 1109(a)]. STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Additionally, the STBG program not only includes the funds from the former STP program, but also the funds from the Transportation Alternatives Program (TAP), formerly Transportation Enhancement (TE) Program. This funding mechanism is available to all incorporated municipalities with populations greater than 5,000 and may be used by all levels of government on projects located within their respective jurisdictions, whether city, town, or county. The allocation of funds for this funding mechanism is based on population data from the Census 2010. The urban areas of Indiana are divided into four (4) groups:

  
<table>
<thead>
<tr>
<th>Group</th>
<th>Description</th>
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<tbody>
<tr>
<td>I</td>
<td>Urban Areas &gt; 200,000 (City of Indianapolis)</td>
</tr>
<tr>
<td>II</td>
<td>Urban Areas 200,000 - 50,000</td>
</tr>
<tr>
<td>III</td>
<td>Urban Areas 50,000 - 5,000</td>
</tr>
<tr>
<td>IV</td>
<td>All Counties &amp; Towns with Populations under 5,000</td>
</tr>
</tbody>
</table>

1. **Group I & Group II** – These urban areas each have a designated Metropolitan Planning Organization (MPO) and receive an allotment of these funds for distribution. Those municipalities located within the Anderson Urbanized Area may apply for these funds whenever they are made available through an official “Call for Eligible Projects” established by the Anderson MPO and also included in the Metropolitan Transportation Plan (MTP), formerly known as the Long-Range Transportation Plan (LRTP), for the Anderson MPO.

2. **Group III & Group IV** – These urban areas and counties that are not located within a Metropolitan Planning Area (MPA) may apply directly to INDOT for STBG funds. However, projects and subsequent applications of those Group III Urban Areas and Group IV Counties located within a Metropolitan Planning Area (MPA) must be approved by the responsible Metropolitan Planning Organization (MPO). All eligible Group III and Group IV communities will be notified by email of the availability of funds annually. Interested applicants of these funds must now apply online through the Indiana Technical Applications Pathway (ITAP). Upon approval by the Anderson MPO, notice will be sent to INDOT Greenfield District that an application has been submitted and is available for review and consideration. Notice funding awards are provided by email and by formal letter.

**MPO Funding Options**

The funds allotted to the Anderson MPO for the span of this Transportation Improvement Program (TIP) requires the projection of amounts that are likely to be made available. The allocation of federal funds to state Departments of Transportation (DOT’s), and indirectly to MPO’s, are contingent upon Congressional Appropriations associated with a given Transportation Bill. Because of this, the Anderson MPO must project the likely amounts that will be made available for each Funding Program, as described in the previous section.
Funds apportioned to each MPO are derived from several funding mechanisms provided by the FHWA & FTA, but not all funds are made available in the same way.

- **Surface Transportation Block Grant Program (STBG)** – A significant portion of funding received by each MPO originate from the *Surface Transportation Block Grant Program* (STBG) discussed in the preceding paragraphs.

- **Highway Safety Improvement Program (HSIP)** – A significant portion of the funding received by each MPO includes funds specifically allocated to improve highway safety. Eligible uses of these funds include “…any strategy, activity, or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or addresses a highway safety problem.” An example list of eligible activities has been provided in MAP-21 (duplicated below), however, HSIP projects are not limited to those on the list.

1. Intersection Safety Improvements
2. Pavement & Shoulder Widening
3. Rumble Strips & Warning Devices (Installation)
4. Skid-Resistant Surface at Intersections or High Frequency Crash Locations (Installation)
5. Safety Improvements for Pedestrians, Bicyclists, or Persons with Disabilities
6. Railway-Highway Grade Crossing Safety Features (Construction & Improvement)
7. Model Traffic Enforcement Activity at Railway-Highway Crossings
8. Traffic Calming Features (Construction)
9. Elimination of Roadside Hazards
10. Highway Signage and Pavement Markings (Installation, Replacement, or Improvement)
11. Retroreflectivity Project to Maintain Minimum Levels Addressing a Highway Safety Problem Consistent with the *State Strategic Highway Safety Plan*
12. Priority Control System for Emergency Vehicles at Signalized Intersections (Installation)
13. Traffic Control & Warning Devices at High Crash Potential Locations (Installation)
14. Transportation Safety Planning
15. Collection, Analysis, and Improvement of Safety Data
16. Planning Integrated Interoperable Emergency Communications Equipment & Operational Activities, or Traffic Enforcement Activities Related to Work Zone Safety
17. Guardrails, Barriers, Construction Work Zone Barriers, & Crash Attenuators (Installation)
18. Structures or Measures Eliminating or Reducing Crashes Involving Vehicles and Wildlife (Installation & Retrofit)
19. Yellow-Green Signs and Signals at Pedestrian Crossings, Bicycle Crossings, & School Zones (Installation)
20. Construction & Operational Improvements on High-Risk Rural Roads
21. Geometric Road Improvements to Improve Safety
22. Road Safety Audits (RSA)
23. Roadway Safety Infrastructure Improvements included in ’Highway Design Handbook for Older Drivers and Pedestrians' (FHWA-RD-01-103) dated May 2001 or later
24. Eligible Truck Parking Facilities (MAP-21, Section 1401)
25. Systematic Safety Improvements
• **Congestion Mitigation & Air Quality (CMAQ)** – These funds are eligible for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available for projects and programs that support the reduction of traffic congestion, improve air quality for areas that do not meet the *National Ambient Air Quality Standards* (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas), and for former nonattainment areas that are now in compliance (maintenance areas). Proposed CMAQ-funded Projects must be reviewed and approved through the process prescribed through an agreement between the MPO Council, INDOT, and FHWA prior to award or use of the funding by an LPA or MPO.

• **Transportation Alternatives Program (TAP)** – These funds, now included as part of the STBG Program as described previously, are eligible for programs and projects both “on” and “off” pedestrian and bicycle facilities. More specifically, eligible projects include infrastructure projects to improve non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreation trail program projects, safe routes to school projects, and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

As directed by INDOT, each MPO uses existing appropriated amounts for any future years for planning purposes, regardless of whether the actual future appropriated amounts will be an increase or a decrease in any of the given Funding Program categories. Below is a table providing a synopsis of these existing and projected funding allocations for each Funding Program:

<table>
<thead>
<tr>
<th>FFY</th>
<th>STBG (STP)</th>
<th>HSIP</th>
<th>CMAQ</th>
<th>STBG (TAP)</th>
<th>Section 164 Penalty</th>
<th>STBG (PYB)</th>
<th>TOTALS</th>
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<td>$445,474</td>
<td>$773,988</td>
<td>$140,527</td>
<td>$85,703</td>
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URBAN TRANSIT

The City of Anderson operates the “City of Anderson Transit System” or CATS providing service within the Anderson incorporated boundary. CATS provides seven (7) routes that operate Monday through Friday radiating from a central downtown hub or transit station located in downtown Anderson on Main Street. CATS also provides on-demand paratransit services called Nifty Lift with curbside pickup for those individuals who are mobility challenged or have some disability which inhibits their ability to utilize the CATS buses.

Operating Funds for CATS is provided through the 5307 Program that provides annual population-based apportionments through the Federal Transit Administration (FTA). Capital Improvements, such as transit vehicles, transit facilities, or technology that enhances planning and operations may also be funded through the 5307 Program, as well as additional funding programs through the FTA. All programs through the FTA require some amount of local match, usually 50% match for operating and 20% match for capital improvements.

CATS coordinates closely with the Anderson MPO to ensure that annual 5307 apportionments are allocated to various projects and operating expenses appropriately. All funds are applied through the FTA online grant application system, but must be included within the TIP prior to submitting the application.

Urban Transit Funds are included in this document in the project list under Section 6: Anderson Transit Projects. The projects listed represent all projects that have had their local matching funds approved by the Anderson City Council for the current budget year or as a future expenditure gathering funds from multiple funding sources, such as Anderson Community Development Department and the Anderson Redevelopment Commission. Other funds and projects anticipated to be programmed through 2021 will be amended into the TIP Project List as approvals are granted and the Anderson MPO Verification of Local Funding Form is fully executed. Any future year apportionments are projected amounts and based upon the 2016 apportionment amount of $1,123,038, as provided by the FTA. Other amounts are based upon the current years’ active operating grant application.

Below is a table representing the funds that will fund the CATS service from 2018 through 2021.

<table>
<thead>
<tr>
<th>Fund Type</th>
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<th>2019</th>
<th>2020</th>
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<td>State (PMTF)</td>
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<td>$356,087</td>
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<td>Totals</td>
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<td>$2,500,285</td>
<td>$2,500,285</td>
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RURAL TRANSIT

The Madison County Board of Commissioners is an eligible recipient for funds distributed through 5311 Funding Program of the FTA. The funding program is complemented by a State Allocation of funds, Public Mass Transit Fund (PMTF) and administered through INDOT. No other urban areas, cities or towns within the Anderson MPA, aside from the City of Anderson, are eligible to receive funds directly from the FTA.

The 5311 Program provides funding for rural transit systems, which in Madison County is known as TRAM or “Transportation for Rural Areas of Madison County”. TRAM provides on-demand curb-to-curb service from any address in Madison (origin) to any destination in Madison County with one exception. Because duplication or overlap of federal funds is prohibited, no location within the City of Anderson (origin) to another location within the City of Anderson (destination) is allowed as those trips are provided by CATS under the 5307 Funding Program.

TRAM operates six (6) medium-duty transit vehicles and contracts the operations of the service to an outside vendor. Currently, Hillcroft, Inc. of Muncie is contracted to maintain operations of the service. The Madison County Commissioners are the funding recipients of the 5311 Funding for Madison County and have charged the Anderson MPO with administration of the service and overseeing annual, quarterly, and monthly reporting, as well as ensuring that federal compliance is maintained for all aspects of the service.

Similar to 5307 Funds for urban transit, 5311 funding for the TRAM service is projected over the planning horizon of the Transportation Improvement Program (TIP) Document using the funding allocations from both the FTA and the State of Indiana, as well as the annual matching funds that are required to expend those awarded funds.

Below is a table representing the funds that will fund the TRAM service from 2018 through 2021.

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<tbody>
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<td>$16,000</td>
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<td>$62,458</td>
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### PROJECT DETAILS

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<tr>
<th>REF</th>
<th>DGS</th>
<th>Sponsor/Name</th>
<th>Work Category (Work Type)</th>
<th>Location &amp; Description</th>
<th>Length</th>
<th>Dates</th>
<th>Funding Obligation Year</th>
<th>Project Phase</th>
<th>Project Funding</th>
<th>Total Funding by Phase</th>
<th>Federal Obligation Program</th>
<th>Letting Date (Old and New Phase)</th>
<th>Estimated Total Project Cost Exceeding Beyond FY2020</th>
<th>Complete Bids (MPO)</th>
<th>Future Funding (MPO)</th>
<th>Future Funding (INDOT)</th>
<th>Reference Documents</th>
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### PROJECT FUNDING

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<th>Location &amp; Description</th>
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<th>Dates</th>
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<th>Project Phase</th>
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<th>Letting Date (Old and New Phase)</th>
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<th>Complete Bids (MPO)</th>
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### PERFORMANCE MEASURES

- **MADISON COUNTY COUNCIL OF GOVERNMENTS (MPO)**
- **FY 2021 Transportation Program**
- **All Projects:** 27, 2018 (date approval 2021 TIP by INDOT)

#### Section 1: MPO-Funded Projects - Non-Exempt from Air Quality Conformity Analysis

<table>
<thead>
<tr>
<th>REF</th>
<th>DGS</th>
<th>Sponsor/Name</th>
<th>Work Category (Work Type)</th>
<th>Location &amp; Description</th>
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<th>Dates</th>
<th>Funding Obligation Year</th>
<th>Project Phase</th>
<th>Project Funding</th>
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<th>Federal Obligation Program</th>
<th>Letting Date (Old and New Phase)</th>
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<th>Complete Bids (MPO)</th>
<th>Future Funding (MPO)</th>
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#### Section 2: Non-MPO-Funded Projects - Non-Exempt from Air Quality Conformity Analysis

<table>
<thead>
<tr>
<th>REF</th>
<th>DGS</th>
<th>Sponsor/Name</th>
<th>Work Category (Work Type)</th>
<th>Location &amp; Description</th>
<th>Length</th>
<th>Dates</th>
<th>Funding Obligation Year</th>
<th>Project Phase</th>
<th>Project Funding</th>
<th>Total Funding by Phase</th>
<th>Federal Obligation Program</th>
<th>Letting Date (Old and New Phase)</th>
<th>Estimated Total Project Cost Exceeding Beyond FY2020</th>
<th>Complete Bids (MPO)</th>
<th>Future Funding (MPO)</th>
<th>Future Funding (INDOT)</th>
<th>Reference Documents</th>
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#### Section 3: MPO-Funded Projects - Exempt from Air Quality Conformity Analysis

<table>
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<tr>
<th>REF</th>
<th>DGS</th>
<th>Sponsor/Name</th>
<th>Work Category (Work Type)</th>
<th>Location &amp; Description</th>
<th>Length</th>
<th>Dates</th>
<th>Funding Obligation Year</th>
<th>Project Phase</th>
<th>Project Funding</th>
<th>Total Funding by Phase</th>
<th>Federal Obligation Program</th>
<th>Letting Date (Old and New Phase)</th>
<th>Estimated Total Project Cost Exceeding Beyond FY2020</th>
<th>Complete Bids (MPO)</th>
<th>Future Funding (MPO)</th>
<th>Future Funding (INDOT)</th>
<th>Reference Documents</th>
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</thead>
</table>
# Madison County Comprehensive Transportation Improvement Program (TIP) 2021

## All Projects: Current Through February 17, 2023

**FY 2021 Improvement Program (TIP)**

### Problems Addressed:
- Intersection Improvement
- Roadway Improvement
- Pedestrian Improvement
- Bicycle Improvement
- Safety Improvement

### Project Details:

<table>
<thead>
<tr>
<th>Ref</th>
<th>Sponsor Name</th>
<th>Work Category</th>
<th>Work Type</th>
<th>Project Name</th>
<th>SCOPE</th>
<th>Estimated Date</th>
<th>Funding</th>
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<th>Project Source</th>
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<tr>
<td>16</td>
<td>MCE112</td>
<td>Pendleton</td>
<td>Improvement</td>
<td>Roundabout State Road 1401 to SR 88</td>
<td>Phase 3 (2017-2018)</td>
<td>2/7/2018</td>
<td>$970,000</td>
<td>$280,000</td>
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<td>MCE112</td>
<td>Pendleton</td>
<td>Improvement</td>
<td>Roundabout State Road 1401 to SR 88</td>
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<td>Roundabout State Road 1401 to SR 88</td>
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<th>Project Name</th>
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<th>Funding</th>
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**Project Funding Summary**

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**Project Details**

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**Project Funding Summary**

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**Project Details**

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**Project Funding Summary**

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**Project Details**

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**Project Funding Summary**

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**Project Details**

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**Project Funding Summary**

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**Notes:**
- **Ref:** Reference number.
- **DE:** Department number.
- **Sponsor Name:** Sponsor responsible for the project.
- **Work Category (Type):** Type of work to be performed.
- **Location & Description:** Description of the location of the project.
- **Project Number:** Unique identifier for the project.
- **Total COST:** Total cost of the project.
- **Local/State:** Local and State contribution to the project.
- **Federal (FHWA):** Federal contribution from the FHWA.
- **Obligation Total:** Total amount obligated.
- **Estimated Total:** Estimated total cost.
- **Required Total:** Required total.
- **Fiscal Year(s) of Approval:** Fiscal year(s) in which the project was approved.
- **Remarks:** Additional remarks or notes about the project.
### Madison County Council of Governments (Anderson MPO)
#### FY 2018-2021 Transportation Improvement Program (TIP)

**All Projects: Current Through February 27, 2018 (date of initial approval of 2018-2021 TIP by INDOT)**

**PROJECT DETAILS**

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**Note:** The table includes a variety of transportation projects, including bridge overhauls, road safety improvements, and pavement repair. Each project is associated with specific funding details and performance measures, reflecting the targets and outcomes anticipated from each project.
## Project Details

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**Legend:**
- TDF: Transportation Demand Forecasting
- TAP: Traffic Analysis Plan
- STBG: State Transportation Budget
- CMAQ: Congestion Mitigation and Air Quality
- N/A: Not Applicable
- TBD: To Be Determined

**Notes:**
- TAP Type: N/A
- Funding Requested: N/A
- Funding Awarded: N/A
- Project Completion Date: N/A
- Location Description: Anderson, Madison
- Work Type: Anderson
- Remarks: N/A

**Note:** Funding performance measures include budgeting, project status, and funding requirements.
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## FY 2018-2021 Transportation Improvement Program (TIP)

### Project Details

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RESOLUTION 20-12

RESOLUTION TO APPROVE
NEW URBAN AREA BOUNDARY & UPDATED METROPOLITAN PLANNING AREA
BOUNDARY FOR ANDERSON, INDIANA

WHEREAS, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

WHEREAS, the Madison County Council of Governments is the designated Metropolitan Planning Organization (MPO) to maintain those plans for the Anderson Urban Area and Metropolitan Planning Area (MPA) that includes all of the Anderson/Madison County area and sections of Delaware, Hancock, and Hamilton Counties, and

WHEREAS, the current Urbanized Area Boundary was adopted in FY 2006 and the Metropolitan Planning Area was adopted in FY 2010, and

WHEREAS, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2035 Transportation Plan and an annually updated Transportation Improvement Program, and

WHEREAS, the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 of the Code of Federal Regulations, Part 450.420, as revised on August 10, 2005, the Moving Ahead for Progress in the 21st Century (MAP-21) (Part 450.312), the 1990 Clean Air Act Amendments (CAAA), specifically Section 176 (c), that requires that the transportation conformity rule establish criteria and procedures by which the Federal Highway Administration, the Federal Transit Administration, and metropolitan planning organizations determine the conformity of federally funded or approved highway and transit plans, programs and projects to the State Implementation Plan (SIP) prepared for criteria pollutants; and,

WHEREAS, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson Urbanized Metropolitan Planning Area as well as federal policies and priorities, and

NOW, THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies that the Urbanized Area and Metropolitan Planning Area Boundaries for Anderson, Indiana, are revised based on the 2010 U.S. Census and mutual agreement with FHWA, INDOT, and the Indianapolis MPO through this resolution. (UAB/MPA Boundary Map is attached).

ADOPTED by the Madison County Council of Governments Policy Committee, this 11th day of October, 2012.

[Signature]
President
Madison County Council of Governments
RESOLUTION 19 - 2015

RESOLUTION ESTABLISHING AN
MPO PROJECT ELIGIBILITY REVIEW PROCEDURE
FOR TRANSPORTATION-RELATED PROJECTS

WHEREAS, each urbanized area participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must assure that funded transportation projects are included in the local Transportation Improvement Program (TIP), as well as the Indiana State Transportation Improvement Program (INSTIP), and

WHEREAS, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor to maintain the Transportation Improvement Program (TIP) for the Anderson/Madison County Metropolitan Planning Area, and

WHEREAS, MCCOG has a limited amount of funds that can be designated to qualifying projects within the Anderson/Madison County Metropolitan Planning Area, and

WHEREAS, MCCOG understands the importance of adding qualifying projects in a timely manner, yet must be allowed time for thorough review, verify that it is a qualifying project, and confirm there are funds available, as there are a limited amount of funds, and

WHEREAS, MCCOG has developed an MPO Project Eligibility Review Procedure for any Federal Aid Application or other transportation-related funding mechanism, prior to submittal to the funding agency. To initiate this review in a timely manner, the LPA ERC shall adhere to the following basic MPO Project Eligibility Review Process:

(1) At such time, when MCCOG makes preparations to update its Metropolitan Transportation Plan (MTP) or, in some cases, its Transportation Improvement Program (TIP) Document, MCCOG staff will request LPA ERC’s to submit project ideas, including both needs and wants, to the MPO for review.

(2) At such time, the LPA shall complete the Project Eligibility Review Form – Step 1 for each project idea without consideration of funding amount, funding type, nor funding year.

(3) At such time, the LPA shall gather all completed forms (Project Eligibility Review Forms – Step 1) for that LPA, regardless of department, and prioritize those projects, one (1) being the most important project.

(4) At such time, the LPA ERC and the highest elected official shall sign and date each form and submit them to MCCOG Staff.

(5) At such time, MCCOG Staff shall review all Project Eligibility Review Forms – Step 1 to ensure they are complete, that the details of the request are clearly described, and if necessary, request clarification and additional information to be added to the form and resubmitted.

(6) At such time, MCCOG Staff shall conduct a Red Flag Investigation (RFI) on each submitted project.

(7) At such time, MCCOG Staff shall provide the LPA ERC a Red Flag Investigation Report to be used to complete the Project Eligibility Review Form – Step 2 for each submitted project.

(8) At such time, the LPA ERC shall complete the Project Eligibility Review Form – Step 2 for each submitted project, including the dated signature of the LPA ERC and highest elected official.

(9) At such time, MCCOG Staff shall review all Project Eligibility Review Forms – Step 2 to ensure they are complete, that the details of the request are clearly described, and if necessary, request clarification and additional information to be added to the form and resubmitted.
10) At such time, MCCOG Staff shall review each project by reviewing applicable project requirements, applying scoring criteria, applying prioritization criteria, and prioritizing all forms submitted to date (past and present) with one (1) being the most important.

11) At such time, MCCOG Staff will determine the funding mechanisms available, the projects that will be awarded those funds, and the state fiscal year (SFY) in which those funds must be obligated.

12) At such time, when MCCOG Staff has completed the Eligibility Review Process, MPO Funding Award Letters will be issued to the appropriate LPA ERC’s.

WHEREAS, the aforementioned MCCOG Procedure to Review and Approve any Application for Transportation-Related Funding is not followed, the LPA requesting federal aid funds or awarded special funds may not be able to initiate their project because (1) the project does not have the required signatures, (2) does not adhere to required standards to be listed in the TIP, and (3) does not align with the current goals and objectives of the Metropolitan Planning Organization (i.e. MCCOG).

THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies the aforementioned MPO Project Review Procedure for any Application for Transportation-Related Funding as a Policy and Standard to be adhered by all LPA’s and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 10th day of December, 2015.

[Signature]
President
Madison County Council of Governments
RESOLUTION 11 - 2013

RESOLUTION ESTABLISHING A PROCEDURE
FOR RED FLAG INVESTIGATIONS ON ALL PROJECTS
IDENTIFIED AS ELIGIBLE TO RECEIVE A FUTURE FUNDING AWARD

WHEREAS, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor of Indiana as the Metropolitan Planning Organization (MPO) for the Anderson/Madison County Metropolitan Planning Area to develop a Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) through a performance-driven, outcome-based approach to planning, and

WHEREAS, FHWA has required that all MPO’s address annual Planning Emphasis Areas (PEA’s) to implement each MPO’s planning program and financial management system as required by the most recent Federal Transportation Bill, and

WHEREAS, FHWA has identified Red Flag Investigation (RFI) as a PEA that is included as a part of the Planning and Environmental Linkages Initiative to help MP0s and the Indiana Department of Transportation (INDOT) consider environmental issues early in the transportation planning process and use information and analysis conducted in planning to assist in the National Environmental Policy Act (NEPA) Process; and

WHEREAS, FHWA has identified RFI’s as a tool used to screen the project area for potential environmental, constructability, and engineering issues of concern prior to projects entering into the TIP; and

WHEREAS, MCCOG is now required to systematically review all proposed projects to ensure: (1) overall project eligibility, (2) that National and State Performance Measures can be met, and (3) that MPO Performance Measures can be met; and

WHEREAS, INDOT requires that an RFI must be prepared on every federally-funded project which may involve excavation;

WHEREAS, INDOT requires that an RFI must be submitted with the completed Environmental Review Document on every federally-funded project which may involve excavation;

WHEREAS, MCCOG will conduct an RFI on all projects submitted by the Employee in Responsible Charge (ERC) of Local Public Agencies (LPA’s) for Eligibility Review to receive a future transportation-related funding award from the MPO, INDOT, FTA, FHWA, or other federal or state agency;

WHEREAS, MCCOG has developed the following process for the completion and review of RFI’s:

1. At such time when a Project Review Request Form is submitted, MCCOG Staff will review the request to determine if the form is detailed and complete, and
2. If determined complete, MCCOG Staff will conduct an RFI on the proposed project, and
3. Once complete, MCCOG Staff will provide a digital copy via email to the LPA ERC as part of the Project Review Response Packet, and
4. If the proposed project has been deemed eligible, the LPA ERC should retain a hard copy of the RFI on file for use, if and when a future funding award is issued, and
5. If a future funding award is issued, the LPA ERC should provide a copy of the RFI to the contracted design consultant to submit with their NEPA Documentation.
THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies the aforementioned Red Flag Investigation Procedure as a Policy and Standard to be adhered by all LPA’s and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 1st day of August, 2013.

[Signature]
President, Madison County Council of Governments
RESOLUTION 09 2013

RESOLUTION CHARACTERIZING AMENDMENTS OR MODIFICATIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, each urbanized area participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must assure that funded transportation projects are included in the local Transportation Improvement Program (TIP), as well as the Indiana State Transportation Improvement Program (INSTIP), and

WHEREAS, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor as the Metropolitan Planning Organization (MPO) to maintain the Transportation Improvement Program (TIP) for the Anderson/Madison County Metropolitan Planning Area, and

WHEREAS, MCCOG has defined the TIP as the original TIP Document in its entirety and has defined the TIP Project List as the list of projects as included in the original TIP Document that has been amended and modified with changes and corrections identified by the Indiana Department of Transportation (INDOT), FHWA, or the Local Planning Agency (LPA) as processed by MCCOG as an Amendment into the INSTIP, and

WHEREAS, MCCOG has defined that TIP Amendments and TIP Modifications are processes by which changes are made to the TIP Project List and subsequently amended into the INSTIP, and

WHEREAS, INDOT has defined that a STIP Amendment is the process by which changes are made to the STIP Project List, and

WHEREAS, MCCOG has defined that a TIP Amendment must be processed when the following occurs: (1) any new project or new project phase that has not yet been Amended into the TIP, (2) expansion or redefinition of a project scope, (3) change in the INDOT Designation Number (Des. #), (4) increase in funding award, (5) additional funding award, (6) any redistribution of a currently listed funding award to new project phases (i.e. PE, RW, CN), (7) change in funding split or required local matching funds, (8) project is deleted from the TIP, or (9) change in funding year that moves the project from an expiring Transportation Bill into a new Transportation Bill, and

WHEREAS, MCCOG has defined that a TIP Modification must be processed when the following occurs: (1) reduction in awarded funds, (2) change in funding year within the current Transportation Bill, (3) reduction of an existing project scope, or (4) division or segmentation of a the alignment of an existing project scope (phasing), and

WHEREAS, MCCOG has identified that no TIP Amendment or TIP Modification is required when the following occurs: (1) minor change in project description, (2) grammatical changes, (3) additional information added, or (4) change in letting date within same State Fiscal Year, and

WHEREAS, MCCOG has identified that Changes in Project Estimates do not require a TIP Amendment or TIP Modification unless the change initiates an additional award of funding, which will require a TIP Amendment, and

WHEREAS, MCCOG has identified that Change Orders (CO) to projects under construction, whether (1) monetary, (2) schedule, or (3) scope change; may require a TIP Amendment or TIP Modification, and

WHEREAS, MCCOG has developed the following process for intermittent changes and corrections to the TIP Project List:

(1) At such time when a TIP addition, change, or correction is requested, MCCOG staff will review the request to determine whether a TIP Amendment or TIP Modification is necessary, and

(2) If request must be included as a TIP Amendment:
a) MCCOG Staff will develop a TIP Amendment Resolution and add to the agenda for the next regularly-scheduled Anderson MPO Technical Advisory Committee (TAC) meeting held bi-monthly, and

b) MCCOG Staff will present the TIP Amendment Resolution and call for individual votes from the Anderson MPO Policy Committee and Anderson MPO TAC, and

c) If passed with a majority vote, the Resolution must be signed by the president or vice president of the Anderson MPO Policy Committee, and

d) MCCOG Staff will complete a STIP Amendment Request Form in preparation for the next available submission date (set date once per month), and

e) Upon receipt of a STIP Amendment Confirmation Document, MCCOG Staff will update the TIP Project List and update the digital copy on the MCCOG website.

(3) If request must be included as a TIP Modification:

a) MCCOG Staff will develop a TIP Modification Letter and present to the MPO Director for review and signature, and

b) MCCOG Staff will complete a STIP Modification Request Form in preparation for the next available submission date offered (set date once per month), and

c) Upon receipt of a STIP Modification Confirmation Document, MCCOG Staff will update the TIP Project List and update the digital copy on the MCCOG website, and

d) At the next regularly-scheduled TAC Meeting, MCCOG Staff will provide a copy of the TIP Modification Letter.

WHEREAS, MCCOG has identified that there are specific instances where an Emergency TIP Amendment or TIP Modification may be requested by either the MPO, an LPA, INDOT District, or INDOT Central Office, and

WHEREAS, MCCOG has identified the following criteria that may initiate an Emergency TIP Amendment or an Emergency TIP Modification: (1) without a change in the TIP, no further construction can occur on a project, (2) without a correction in the TIP, no contracts can be formally executed, or (3) special circumstances on additional funding made available to INDOT, the State, another State Agency, the MPO, or the LPA and recommended by MCCOG Staff, and

WHEREAS, MCCOG has identified that while an Emergency TIP Amendment or an Emergency TIP Modification may be requested by the MPO, it is not the decision of the MPO, but rather INDOT Central Office, as any Amendment or Modification processed by an MPO is not fully executed until it has been amended into the INSTIP, and

THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies the aforementioned TIP Amendment-TIP Modification Process as a Policy and Standard to be adhered by all LPA's and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 1st day of August, 2013.

[Signature]
President, Madison County Council of Governments
RESOLUTION 13 - 2014

RESOLUTION ESTABLISHING
CATEGORICAL PRIORITZATION OF PROJECTS
SEEKING FUNDING FROM THE ANDERSON MPO

WHEREAS, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor of Indiana as the Metropolitan Planning Organization (MPO) for the Anderson/Madison County Metropolitan Planning Area to develop a Long-Range Transportation Plan (LRTP), or Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP) through a performance-driven, outcome-based approach to planning, and

WHEREAS, MCCOG has a limited amount of funds that can be designated to qualifying projects within the Anderson/Madison County Metropolitan Planning Area, and

WHEREAS, MCCOG understands the importance of adding qualifying projects in a timely manner, yet must be allowed time for thorough review, verify that it is a qualifying project, and confirm there are funds available, as there are a limited amount of funds, and

WHEREAS, MCCOG has established a policy for the distribution of those funds allotted to the MCCOG (MPO) from Federal Highway Administration (FHWA) through the Indiana Department of Transportation (INDOT) to an eligible entity guided by the following the basic principles:

WHEREAS, the attached Policy is intended to prioritize the award of Federal Funds from the MCCOG (MPO) to any Eligible Capital Improvement Project or Eligible Capital Item formally requested by an LPA or other eligible entity, and

WHEREAS, the attached MCCOG Policy is also contingent upon compliance with the Policies, Procedures, and Standards set forth by the FHWA, FTA, and/or INDOT, and

WHEREAS, the attached MCCOG Policy is also contingent upon compliance with all Policies, Procedures, and Standards of the MPO, and

WHEREAS, the attached MCCOG Policy specifically prohibits the award of MPO Funds to any Changes in Project Scope where said Change in Project Scope would Increase the Cost of the Construction Phase by more than 10% without prior approval of the MPO, and

WHEREAS, the attached MCCOG Policy will be followed without exception, unless formal request is presented by a written Letter of Request to the MCCOG staff and reviewed and formally approved by the MPO Policy Board.

THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies the aforementioned Policy to Establish Categorical Prioritization of Projects Seeking Funding from the MCCOG is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 2nd day of October, 2014.

President
Madison County Council of Governments
Emergency Projects

- **1st Priority - Emergency Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project that poses an Immediate Threat to the Health, Safety, and Welfare of Residents, Property Owners, or Businesses within the Metropolitan Planning Area (MPA)

Awarded Multi-Segment Projects

- **2nd Priority - Multi-Segment Projects Currently Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded Segment of an Eligible, **Multi-Segment** Capital Improvement Project Currently under Construction

- **3rd Priority - Multi-Segment Projects Previously Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded Segment of an Eligible, **Multi-Segment** Capital Improvement Project that had been previously under Construction but Postponed for Environmental, Permitting, Railroad, Right-of-Way, or Other Issues outside of the control of the LPA or other Awarded Entity

- **4th Priority - Obligated Multi-Segment Projects** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded Segment of an Eligible, **Multi-Segment** Capital Improvement Project with Funds Previously Obligated and **not Let for Construction** for one or all of the following Phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases

Awarded Single-Segment Projects

- **5th Priority - Single-Segment Projects Currently Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded, Eligible, **Single-Segment** Capital Improvement Project Currently under Construction

- **6th Priority - Single-Segment Projects Previously Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously Awarded Eligible, **Single-Segment** Capital Improvement Project previously under Construction but Postponed for Environmental, Permitting, Railroad, or Right-of-Way, or Other Issues outside of the control of the LPA or other Awarded Entity

- **7th Priority - Obligated Single-Segment Projects** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously Awarded Eligible, **Single-Segment** Capital Improvement Project with Funds Previously Obligated for one or all of the following Phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases

Listed in LRTP/MTP

- **8th Priority - Critical Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project **Necessary** to Maintain a Minimum Level of Service (LOS), Compliance with Federal Law, or Compliance with all established National, State, and MPO Performance Measures **and Listed** in the most current **Long-Range Transportation Plan** (LRTP), now called the Metropolitan Transportation Plan (MTP), for the MPO

- **9th Priority - Critical Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item **Necessary** to Maintain a Minimum Level of Service (LOS), Compliance with
Federal Law, or Compliance with all established National, State, and MPO Performance Measures **and Listed** in the most current LRTP, or MTP, for the MPO

- **10th Priority - Essential Projects** - Funds Required for the Completion of the *Construction Phase* (CN) of an Eligible Capital Improvement Project *Necessary* to Enhance Capacity in the Short-Term and/or Anticipate the Replacement of Unsatisfactory Facilities at a Higher Level of Service (LOS) to the Public in the Near Future **and Listed** in the most current LRTP, or MTP, for the MPO

- **11th Priority - Essential Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item *Necessary* for Ideal Operations or Services to the Public in the Near Future **and Listed** in the most current LRTP, or MTP, for the MPO

- **12th Priority - Desirable Projects** - Funds Required for the Completion of the *Construction Phase* (CN) of an Eligible Capital Improvement Project *Necessary* for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Listed** in the most current LRTP, or MTP, for the MPO

- **13th Priority - Desirable Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item *Necessary* for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Listed** in the most current LRTP, or MTP, for the MPO

**Not Listed in LRTP/MTP**

- **14th Priority - Unplanned Projects** - Funds Required for the Completion of the *Construction Phase* (CN) of an Eligible Capital Improvement Project *Necessary* for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO

- **15th Priority - Unplanned Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item *Necessary* for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO

- **16th Priority - Non-Essential Projects** - Funds Required for the Completion of the *Construction Phase* (CN) of an Eligible Capital Improvement Project *Not Necessary* for Ideal Operations to Ideal Operations or Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO

- **17th Priority - Non-Essential Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item *Not Necessary* for Ideal Operations or Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO
## Anderson MPO
### Funding Priority Matrix

<table>
<thead>
<tr>
<th>Priorities</th>
<th>Listed in LRTP</th>
<th>Additional Funds</th>
<th>Not Awarded</th>
<th>Project Phasing</th>
<th>Project Status</th>
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Resolution 04-2017

ENDORSEMENT OF FY 2018 SELF-CERTIFICATION PROCESS

WHEREAS, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

WHEREAS, the Madison County Council of Governments is the agency designated by the Governor to maintain those plans for the Anderson/Madison County Urbanized Area, and

WHEREAS, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2035 Transportation Plan Update adopted in 2011, and updated in 2014, and the Year 2016-2019 Transportation Improvement Plan (TIP) adopted in 2015, and an annually prepared Transportation Planning Self-Certification Statement, and

WHEREAS, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson/Madison County Urbanized Area as well as federal policies and priorities.

NOW, THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 of the Code of Federal Regulations, Part 450.420, as revised on December 4, 2016, the Fixing America’s Surface Transportation Act (FAST Act), the 1990 Clean Air Act Amendments, and that the Transportation Planning Process Self-Certification for FY 2018 is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 2nd day of March, 2017.

[Signature]
President
Madison County Council of Governments
Resolution 03 - 2018

ENDORSEMENT OF FY 2019 SELF-CERTIFICATION PROCESS

WHEREAS, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

WHEREAS, the Madison County Council of Governments is the agency designated by the Governor to maintain those plans for the Anderson/Madison County Urbanized Area, and

WHEREAS, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2035 Transportation Plan Update adopted in 2011, and updated in 2014, and the Year 2018-2021 Transportation Improvement Plan (TIP) adopted in 2018, and an annually prepared Transportation Planning Self-Certification Statement, and

WHEREAS, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson/Madison County Urbanized Area as well as federal policies and priorities.

NOW, THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 of the Code of Federal Regulations, Part 450.420, as revised on December 4, 2016, the Fixing America’s Surface Transportation Act (FAST Act), the 1990 Clean Air Act Amendments, and that the Transportation Planning Process Self-Certification for FY 2019 is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 1st day of

February, 2018.

[Signature]
President
Madison County Council of Governments
METROPOLITAN TRANSPORTATION PLANNING
PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Madison County Council of Governments Metropolitan Planning Organization for the Anderson/Madison County Urbanized 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:

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 MAP-21 or the relevant sections of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
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,

Madison County Council of Governments Metropolitan Planning Organization

Executive Director

Title

Date 5/5/2017

Indiana Department of Transportation State Department of Transportation

Director, Long Range Planning, Modeling, & Traffic Counting

Title

Date 5/16/17
Thank you, Dave.

I see that progress is being made towards balancing the MPO’s PYB funds column with Stephanie’s records. Great.

Regarding point 2, this should be a moot point as the TIP is a programming document. If no project has been awarded, there is no project. Accordingly, these DES numbers 1401245 and 1401275 have no business being included in the TIP. When and if the MPO awards a project for those funds, the project, its DES number, funding and relevant phases can then be amended into the TIP - not before the award takes place.

Jay

Jay Mitchell, Supervisor
Technical Planning Section
Indiana Department of Transportation
100 N. Senate Avenue, Room N955
Indianapolis, IN 46204

Telephone: (317) 233-4713
E-mail: jaymitchell@indot.in.gov

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****
On point 5 below...Deletion of this Des. # number can occur once a TIP Amendment is passed by our board to show this deletion of our funding allocation to this Des.#. I will include Jeanette Wilson on my STIP Amendment Request and Form(s) email in December prior to the STIP Amendment deadline of December 19th.

David Benefiel, AICP  
Senior Transportation Planner  
Community Planning, Public Participation, Grantwriting, & Architectural History  
dave@heartlandmpo.org

Anderson MPO  
739 Main Street  
Anderson, IN 46016  
Tel. (765)640.4201  Fax.(765)641.9486  
www.mccog.net

From: Vermillion, Stephani [mailto:SVERMILLION@indot.IN.gov]  
Sent: Thursday, November 16, 2017 11:28 AM  
To: Dave Benefiel <dave@heartlandmpo.org>  
Cc: Buckel, Larry <LBUCKEL@indot.IN.gov>; Casteel, Jason <JCASTEEL@indot.IN.gov>; Sergent, Justin <jsergent@indot.IN.gov>; Hicks, Karen <KHICKS@indot.IN.gov>; Eaton-Mckalip, Kathy <KAEATON-MckALIP@indot.IN.gov>; Mitchell, Jay <JAYMITCHELL@indot.IN.gov>; Bowdell, Kim <KBowdell@indot.IN.gov>; Wilson, Jeanette <JWILSON@indot.IN.gov>  
Subject: RE: Anderson’s PYB

Dave and I spoke this morning, please see my notes in red below:

Stephani R. Vermillion, LPA Funding and Contracts Manager  
INDOT Local Public Agency Program  
Indiana Department of Transportation  
IGCN, 100 N. Senate Avenue, Room N955  
Indianapolis, IN 46204-2217  
Phone: 317-232-2881  
Email: svermillion@indot.in.gov

From: Vermillion, Stephani  
Sent: Wednesday, November 15, 2017 5:09 PM  
To: 'Dave Benefiel' <dave@heartlandmpo.org>  
Cc: Buckel, Larry <LBUCKEL@indot.IN.gov>; Casteel, Jason <JCASTEEL@indot.IN.gov>; Sergent, Justin <jsergent@indot.IN.gov>; Hicks, Karen <KHICKS@indot.IN.gov>; Eaton-Mckalip, Kathy <KAEATON-MckALIP@indot.IN.gov>; Mitchell, Jay <JAYMITCHELL@indot.IN.gov>; Bowdell, Kim <KBowdell@indot.IN.gov>  
Subject: Anderson’s PYB

Good afternoon Dave. I reviewed the attached spreadsheet and I have included my Reviewer Comments in the Tickmark Legend noted below your table that is entitled “Anderson MPO – PYB Activity”. The INDOT Finance Section and the Transit Section contributed to some of the information that is noted.

My comments/questions are noted below:

1) I agree with FY 2016 and FY 2017. Larry Buckel and Jason Casteel helped with the proper programming of Des 1172548 so that this now shows programmed funds in SPMS for FY’s 2016
and 2017 when the funds were transferred instead of FY 2018. Please see the attached email. Dave’s concern here is that if it is not programmed as FY18 there could be an issue with FTA if it is not in the year of the TIP/STIP that the obligation is made and the Transit Center is not ready due to an Environmental. This was discussed with Larry and Jason when the change was made to correct the years to FY16 and FY17.

2) Why are Des #’s 1401245 and 1401275 placeholders? Anderson MPO does not make the Des active until the award letter is sent.

3) SPMS does not show Des 1700554 as programmed with PYB funds. The route number on this is SR13 and as the Des is programmed we would not use PYB funds on a State Road. Why is this shown as Rural? It is programmed with the following funds: Dave noted the incorrect Des number, this should be Des 1700443. SPMS should be updated to show the 2020 programmed funds of $105,774 when this is in the new TIP. Jeanette Wilson is shown as the Program Manager for this Des so I have included her on this email so she will know to update the funding program for this.

Disregard this Funding Program information given 1700554 is not applicable.

**Funding Program for 1700554**

- 2019 CN Bridge Construction $782,025.00
- 2018 PE1 Bridge Consulting $107,700.00
- 2019 RW1 Bridge ROW $30,000.00

4) I agree with FY’s 2018, 2019, and 2021 on your Projected Federal Funds Table attached above, but given note “3)” above I question the amount in 2020. Given the discussion in point 3) above the amount of $105,774 for 2020 PYB funds on the Projected Federal Funds spreadsheet will be accurate.

5) Additional Comment: Des 1401243 has 2016 PYB programmed in SPMS; however, a PO was not issued for this and it is a place holder. This should be corrected. Dave agreed this Des should be eliminated because these funds are shown in the updated Des number of 1172548 as a portion of the total of $565,190.00. Jeanette is the Program Manager on this one as well and should eliminate this one.

Stephani, Vermillion, LPA Funding and Contracts Manager
INDOT Local Public Agency Program
Indiana Department of Transportation
IGCN, 100 N. Senate Avenue, Room N955
Indianapolis, IN 46204-2217
Phone: 317-232-2881
Email: svermillion@indot.in.gov
I have been instructed to request an email confirmation from you regarding our PYB Amounts in SPMS/TIP/STIP that we discussed and coordinated with Cat back in August of this year.

This request is related to finalization of our 2018-2021 TIP and your email must be submitted along with it to receive final approval before sending to the governor’s office for approval.

As a reminder to you and to help with your re-review and confirmation, please find attached our Projected Federal Funds Table that includes PYB amounts. Also...if you remember, I made a synopsis spreadsheet previously, so I have attached that as well.

Please contact me directly if you have any questions.

David Benefiel, AICP
Senior Transportation Planner
Community Planning, Public Participation, Grantwriting, & Architectural History
dave@heartlandmpo.org

Anderson MPO
739 Main Street
Anderson, IN 46016
Tel. (765)640.4201  Fax.(765)641.9486
www.mccog.net
January 11, 2018

Attention: Local Public Mass Transit Provider

Re: Private Sector Notice of Proposed Use of FTA Funds for Public Mass Transit Services

This notice is being provided to you in accordance with recent guidelines from the Federal Transit Administration (FTA). As a public mass transit provider, the City of Anderson Transportation System (CATS) has been advised to provide notice to all private transportation carriers within the Anderson Metropolitan Planning (MPA) of the Anderson Metropolitan Planning Organization (MPO), also known as the Madison County Council of Governments (MCCOG), that CATS intends to program FTA funds for State Fiscal Year (SFY) 2018 to (SFY) 2021.

All requests for FTA funds will be included in the SFY 2018-2021 Transportation Improvement Program (TIP) document prepared by the Anderson MPO. As a private transportation provider, you have the opportunity to comment on the proposed use of FTA funds. Additionally, you may offer alternative suggestions for providing public mass transit service in the City of Anderson. You or any representative of your company are invited to attend the following meetings to discuss the 2018-2021 TIP document:

<table>
<thead>
<tr>
<th>Public Hearing</th>
<th>Anderson MPO Technical &amp; Policy Committee Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, January 30, 2018</td>
<td>Thursday, February 1, 2018</td>
</tr>
<tr>
<td>4:30 pm to 5:30 pm</td>
<td>10:00 am to 11:30 am</td>
</tr>
<tr>
<td>Anderson Public Library</td>
<td>Anderson Public Library</td>
</tr>
<tr>
<td>111 E. 12th Street</td>
<td>111 E. 12th Street</td>
</tr>
<tr>
<td>Redbud Room (3rd Floor)</td>
<td>Delaware Room (3rd Floor)</td>
</tr>
<tr>
<td>Anderson, IN 46016</td>
<td>Anderson, IN 46016</td>
</tr>
</tbody>
</table>

If you are unable to attend either of the meetings noted above, you are invited to submit written comments to the Anderson MPO to the attention of David Benefiel, 739 Main Street, Anderson, IN 46016 until Tuesday, January 30, 2018 by 4:00 pm.

A copy of the Draft 2018-2021 Transportation Improvement Program (TIP) document will be available for review beginning Monday, January 15, 2018 online at: www.mccog.net/TIP.html or at the offices of the Anderson MPO located at 739 Main Street (Star Bank Building), Anderson, IN 46016.

Sincerely,

David Benefiel, AICP
Principal Transportation Planner
Council of Governments  
Madison County, Indiana  
PUBLISHER'S CLAIM  
HB-40

LINE COUNT  
Display Master (Must not exceed two actual lines, neither of which shall total more  
more than four solid lines of the type in which the body of the  
advertisement is set) - number of equivalent lines

Head - number of lines
Body - number of lines
Tail - number of lines
Total number of lines in notice

COMPUTATION OF CHARGES

74 lines,  columns wide equals
equivalent lines at
0.4746 cents per line
$35.12

Additional charge for notices containing rule or tabular work  
(50 percent of above amount)

Charge for extra proofs of publication  
($1.00 for each proof in excess of two)

Total Amount of Claim

$35.12

DATA FOR COMPUTING COST

Width of single column in picas
9.9
Size of type
7 point.

Number of Insertions
1

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just  
and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same  
has been paid.

Additionally, the statement checked below is true and correct:

☑ Newspaper does not have a Web site.

☐ Newspaper has a Web site and this public notice was posted on the same day as it was  
published in the newspaper.

☐ Newspaper has a Web site, but due to technical problem or error, publish notice  
was posted on

☐ Newspaper has a Web site but refuses to post the public notice.

Date: January 12, 2018
Title: Legal Advertising Clerk

PUBLIC NOTICE 2018-2021
Anderson-Madison County  
Transportation Improvement Program
The Anderson Metropolitan Planning Organization (AMP), also known as the Madison County Council of Governments (MCCOG),  
will be conducting a public hearing on its next Transportation Improvement Program (TIP) documenting the federally-funded transportation  
Improvements for the Anderson-Madison County Metropolitan Planning Area (MPO) for Federal Fiscal Year (FFY) 2018 through  
Federal Fiscal Year (FFY) 2021. The TIP Document is prepared on a bi-annual basis and amended as needed.  
The public hearing will be held on Tuesday, January 30, 2018 from 4:00 PM to 5:00 PM in the Redbud  
Room at the Anderson Public Library located at 111 E. 12th Street, Anderson, Indiana. Citizens and  
commentators are invited to attend and provide input regarding the TIP Document. Comments and input  
regarding the TIP Document will be accepted in writing at the conclusion of the public hearing and included in the  
Appendix of the final document. The TIP Document will be available for public review at the office of the  
Anderson Metropolitan Planning Organization at 111 E. 12th Street (Star Bank Building),  
Anderson, IN 46016 from 8:00 AM to 5:00 PM, Monday through Friday beginning Monday, January 15, 2018.  
The TIP Document will also be available online at  
Comments and input regarding the TIP Document will be accepted in writing until 3:00 PM, Monday, February 19, 2018.  
Comments and input regarding the TIP Document may be sent to David Benfield, Principal - Transportation Planner at  
dave@andersonplanning.org or by phone at (765) 844-3344.

Persons with disabilities or non-English speaking persons who wish to be served by:  
the public hearing and need assistance should contact David Benfield at least 48 hours prior to the hearing at (765) 862-4301  
between 8:00 AM and 4:00 PM, Monday through Friday. Every effort will be made to provide reasonable arrangements for persons  
with disabilities or non-English speaking persons.

This "Notice of Public Involvement activities and time established for public review and comment on the TIP will satisfy the Program-of-Projects (POP)  
requirements of the Intermodal Area Formula Program for transit projects for both the urban fixed guideway system, CATS, and the rural transit system,  
TRAM, located within the Anderson-Madison County Metropolitan Planning Area (MPO).

By: David Benfield, Senior Transportation Planner, Anderson MPO  
HB-40 Jan 12, 2018
Claim No. Warrant No. I have examined the within claim and hereby certify as follows:

IN FAVOR OF

That it is in proper form.

That it is duly authenticated as required by law.

That it is based upon statutory authority.

$ $ ____________ That it is apparently correct

$ $ ____________ That it is apparently incorrect

ON ACCOUNT OF APPROPRIATION FOR

[Space for Appropriation Number]

I certify that the within claim is true and correct; that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

ALLOWED

[Space for Allowed Amount]

IN THE SUM OF $ $ ____________

[Signature]

Attest

a mansion that had been ripped in half. Some rescuers used poles to probe the muck for bodies, while others waded chest-deep in the mire. Two search dogs swam around, trying to pick up any scent.

"At this moment we are still looking for live victims," said Santa Barbara Fire Capt. Gary Pliny. But he confessed:

"The likelihood is increasing that we'll be finding bodies, not survivors. You have to
Event: 2018-2021 TIP  
Purpose: Public Hearing - Comment  
Date: 1-30-18  
Time: 4:30 pm  
Location: Anderson Public Library - Red Bud Room  
Community: Anderson MPA

(Please Print)

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization/Business/Resident</th>
<th>Email/Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. David Benefield</td>
<td>Anderson MPO</td>
<td><a href="mailto:dave@heartlandmpo.org">dave@heartlandmpo.org</a></td>
</tr>
<tr>
<td>2. Jerry Bridges</td>
<td>MCCOG</td>
<td><a href="mailto:jerry@heartlandmpo.org">jerry@heartlandmpo.org</a></td>
</tr>
</tbody>
</table>

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Resolution 2 - 2018

ENDORSEMENT OF FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

WHEREAS, the Madison County Council of Governments is the agency designated by the Governor to maintain those plans for the Anderson Urbanized Area/Metropolitan Planning Area, and

WHEREAS, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2035 Plan, special studies and plans, as well as projects proposed by local governments and agencies within the metropolitan planning area, and

WHEREAS, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson Urbanized Metropolitan Planning Area as well as federal policies and priorities.

NOW, THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 of the Code of Federal Regulations, Part 450.324, as revised on December 4, 2015, the Fixing America’s Surface Transportation Act (FAST Act), and that the Transportation Improvement Program for FY 2018-2021, a summary of which is attached hereto, is hereby updated and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 1st day of February, 2018.

[Signature]
President
Madison County Council of Governments