

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2026-2030



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Air Quality Conformity Findings, June 17th, 2025



Disclaimer

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Introduction

The Transportation Improvement Program (TIP) represents a strategic capital planning document of the Terre Haute Area Metropolitan Planning Organization (THAMPO) for transportation projects using federal-aid funds. The TIP additionally serves as a subset of multimodal transportation system needs from the Terre Haute Prepare and Advance Terre Haute (PATH) 2050 *Metropolitan Transportation Plan (MTP)*.

The Fiscal Year (FY) 2026-2030 TIP includes the following check list items for state and federal review partners:

- A complete fiscally-constrained five (5) year list of investment priority projects for planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multi-year timeframe pursuant to the Infrastructure Investment and Jobs Act (IIJA) Infrastructure Investment (Public Law 117-58), assigned final federal funding levels made available to the THAMPO by the Indiana Department of Transportation (INDOT).
- Cost estimates derived by local public agencies (LPAs) for local projects and the Indiana Department of Transportation (INDOT) for state projects using recognized civil engineering methods, such as RSMeans (<https://www.rsmeans.com>). Local projects assume an annual 4% inflation rate or rates that reflect those currently recognized by INDOT.
- FY 2026-2030 TIP projects have consistency with the adopted THAMPO 2050 *MTP*, Terre Haute Transit Utility's *Transit Development Plan*, and other planning studies developed by the THAMPO for INDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in collaboration with all relevant state and local stakeholders.
- FY 2026-2030 TIP projects identify a program funding year, federal amounts, state amounts, local funds, and a total project cost identified and included for programmed projects prior to including the TIP in the FY2026-2030 STIP.
- "Total project costs" are illustrated for all projects including the full cost of the project from PE to CN, costs programmed prior to this TIP, and costs that will be programmed beyond this TIP. This paragraph notes "total project cost" as defined by https://www.fhwa.dot.gov/majorprojects/cost_estimating/process.cfm.
- Operations and maintenance investments identified in the financial plan narrative "protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services." INDOT and all LPAs have responsibility for operations and maintenance beyond the scope of the FY 2026-2030 TIP.
- Public outreach and involvement strategies employed for development of the FY 2026-

2030 TIP involved a combination of in-person, digital, virtual, and print tool approaches as recommended by the U.S. Department of Transportation's. A copy of the THAMPO Public Participation Plan can be found at the Terre Haute MPO website www.terrehauteempo.com/images/2020_PPP.pdf The THAMPO public outreach and involvement process additionally included intentional and varied outreach methods to ensure that people with disabilities and diverse needs and experiences are aware of and can participate in opportunities to have a meaningful impact on decision-making for proposed investment projects. Finally, public outreach and involvement strategies were tied to the expected impacts of individual investment projects by work type and project purposes (i.e., ADA ramp construction, bike- pedestrian facilities, safety performance measures, bridge conditions, system and freight reliability, public transit, etc.) for the overall program of projects

The FY 2026-2030 TIP documents the distribution of all THAMPO federal-aid transportation funding among the various multimodal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal transportation funds for established community infrastructure needs.

The FY 2026-2030 TIP represents a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects may come from any one of the following implementing agencies:

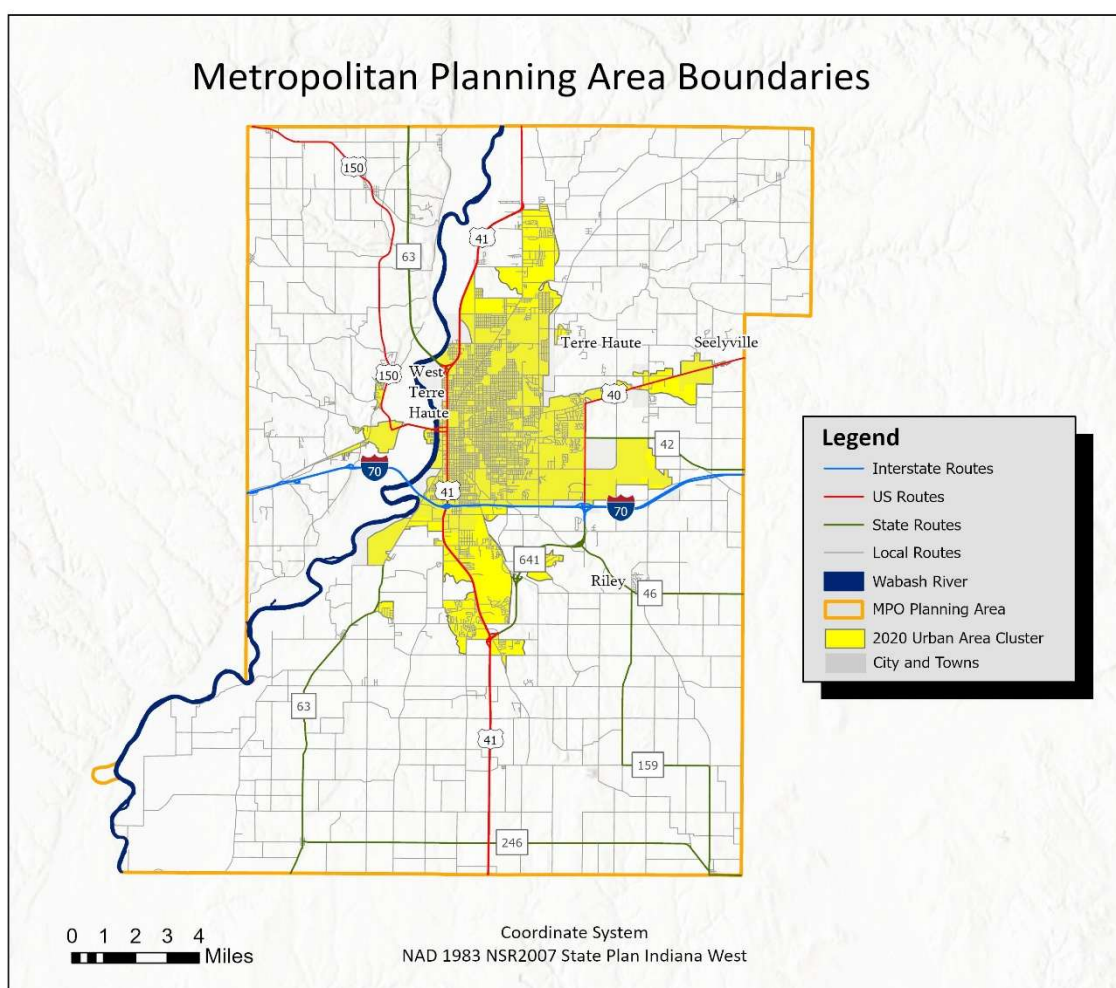
- The City of Terre Haute
- Terre Haute Transit Utility
- The Town of West Terre Haute
- The Town of Seelyville
- Vigo County
- Thrive West Central - Rural Transportation Service
- Indiana Department of Transportation (Note: All INDOT projects listed in the THAMPO FY 2026-2030 TIP match INDOT's Statewide Transportation Improvement Program listings for the same fiscal years).

The STIP identifies the funding and timing of the state's transportation projects by fiscal year. The FY 2026-2030 STIP identifies approximately \$3.5 billion for programmed projects. The STIP encompasses regionally significant projects prepared in cooperation with local government entities throughout Indiana, including Transportation Planning Regions, Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations. The STIP identifies the funding and the scheduling of transportation projects and programs by state fiscal year (July 1 through June 30) and includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100% state funded transportation projects (including

highway, passenger rail, freight, public transit, bicycle and pedestrian, and projects in national parks).

The THAMPO is responsible for developing plans and programs that provide for the development, management, and operation of the transportation network as the designated MPO for the Terre Haute Urbanized Area (UA) with a 2020 Census population of 79,862 and the recognized Metropolitan Planning Area (MPA) defined by the Bureau of the Census. The THAMPO's current jurisdiction for transportation planning consists of the City of Terre Haute, the Town of West Terre Haute, The Town of Seelyville and the urbanized area of Vigo County. An online electronic map of the Terre Haute-Vigo County urbanized area defined by the 2020 Census is available at <https://www.terrehautempo.com/purpose/metropolitan-planning-area>.

MAP 1: THAMPO Urban Area Boundary (UAB) Map & Metropolitan Planning Area (MPA).



Source: THAMPO - 01-04-25.

Transportation Improvement Programming

The Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) achieved fiscal constraint for FY 2026-2030 by individual years and includes only those projects for which funding has been identified using current or reasonably available revenue sources. All FY 2030 projects are illustrative. An “Illustrative Project” means an additional transportation project that may (but is not required to) be included in a financial plan for a Metropolitan Transportation Plan (MTP), TIP, or Statewide Transportation Improvement Program (STIP) if reasonable additional resources were to become available pursuant to 23 CFR 450.104 Definitions. Illustrative projects must achieve conformance with the MTP and the TIP prior to federal action. The formal programming of an illustrative project will be accomplished through the TIP Amendment process to Pursuant to 23 CFR 450.330 (e) TIP action by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Terre Haute Area Metropolitan Planning Organization (THAMPO) in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the THAMPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of federal and state funding available to the THAMPO in order to enable the THAMPO to conduct adequate financial planning.

The THAMPO, the FHWA, and the FTA must jointly determine that new, or amended, TIP documents conform to the State’s Air Quality Plan’s purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency’s (USEPA) conformity regulation. Vigo County is a maintenance area for attainment with the National Ambient Air Quality Standards.

The TIP therefore serves as a strategic management tool that accomplishes the objectives of the Terre Haute and Vigo County MTP. The PATH 2050 MTP recommends projects and strategies that aim at addressing both current and future transportation needs in the THAMPO region. The project identification process was thorough and collaborative, drawing on multiple sources of information and input. This included reviewing the recommendations from the 2050 MTP, analyzing current and future transportation conditions, and incorporating feedback from public meetings and online surveys.

Project Prioritization and Selection Process

Project prioritization is an important element of the TIP since the demand for federal-aid transportation projects often exceeds the level of available federal funds. The Indiana Department of Transportation (INDOT) prioritizes state highway projects in the TIP. Resource availability for Vigo County, the Town of West Terre Haute, the Town of Seelyville, The City of Terre Haute, Terre Haute Transit Utility (THTU), and Thrive West Central Rural Transit determines local project prioritizations.

The submitted projects are reviewed by mode, including roadway, bike/pedestrian, and transit. Roadway projects were selected upon the ability to reduce current and future congestion, increase travel time reliability, enhance transportation accessibility, address safety concerns, and improve infrastructure conditions. The bicycle/pedestrian projects aim to encourage alternative modes of transportation by enhancing connectivity and accessibility of bicycle and pedestrian facilities throughout the region. The selected transit Improvements promote a vision for expanding and enhancing public transit services, supporting the region's goals of increased mode choice and improved mobility for all residents. Due to limited funding availability a project prioritization process was necessary to support the development of cost-feasible projects in the TIP. To accomplish this, a performance-based data-driven rating project prioritization process is utilized. The project scoring system reflects the goals and performance measures of the PATH 2050 MTP with a separate scoring system used for each mode of transportation (roadway, bike/pedestrian, and public transit).

Transportation improvement projects in the Terre Haute Urbanized Area achieved project prioritization based on the following process.

Rating System: Roadway Projects

Roadway projects were scored using the following criteria as defined. The following criteria were assigned a value ranging from 1 to 5 points, with 5 points indicating the highest need for improvements for the corresponding criteria. The safety, mobility & reliability, infrastructure, accessibility, underserved, and freight & logistics scores are combined to create a total score ranging from 0 to 100, calculated by an equation shown below:

Total Roadway Project Score = $4.0 * \text{Safety} + 4.0 * \text{mobility \& reliability} + 3.5 * \text{infrastructure} + 3.5 * \text{Accessibility} + 3.0 * \text{underserved} + 2.0 * \text{Freight \& Trucks}$.

The six criteria were derived and calculated from multiple sub-factors based on the Project Team's discussion and the survey results. For each scoring criterion, a detailed description of the sub-factors and their weights are listed below: The Safety scoring Criteria are defined by Crash Rate (50%) and Railroad at-grade crossing (50%). Crash Rates were first calculated at each project location by fatal, injury, and Property Damage Only (PDO), respectively, using 3-year AERIES crash data (2019, 2021, 2022) and 2022 daily traffic volumes. The coefficients were derived from the crash costs by crash severity as part of the Equivalent Property Damage Only (EPDO) method recommended by FHWA. This factor has a score ranging from 1 to 5 points. Scores were assigned based on 0-20th, 20th- 40th, 40th-60th, 60th-80th, and 80th-100th percentiles of the calculated values. Railroad at-grade crossing is a factor that was used to assign a value of 5 if the project has a railroad at-grade crossing. Otherwise, it was assigned a value of 0.

The Mobility & Reliability Criteria are defined by the existing VHT Delay in 2022 (25%), Future VHT Delay in 2050 (30%), Travel Time Reliability (25%), and Truck Travel Time Reliability (20%).

The Existing VHT Delay in 2022 is a factor that measures the level of congestion at a project location under the current condition (2022). Link-level hourly delay was calculated as the link volume multiplied by the delay (i.e., the difference between free-flow time and congested travel time) from a 2022 model run of the THAMPO travel demand model. Future VHT Delay in 2050 is a factor that measures the level of congestion at a project location in the future year 2050. Delays were calculated using the 2050 model run of the THAMPO travel demand model. Travel Time Reliability is a factor that measures the overall travel time reliability at a project location and is calculated by the percentage of vehicle miles traveled (VMT) that is unreliable. According to the FHWA guidance, unreliable roadway segments are defined as those with LOTTR larger than 1.5.

Truck Travel Time Reliability is a factor used to measure the overall reliability of truck travel time at a project location. It is calculated by the percentage of the project length that has a Truck Travel Time Reliability Index (TTTR) larger than 1.5. As the FHWA did not establish a TTTR threshold for unreliable truck travel time, a TTTR value of 1.5 or greater was used to identify unreliable truck travel times in this MTP.

Infrastructure Criteria is defined by Pavement Condition (50%) and Bridge Condition (50%). Pavement Condition is a factor that assigns a value of 5 if any project segment exhibits poor pavement condition. Any project segment with a fair pavement condition is assigned a value of 3. It is given a value of 1 for good pavement condition. Bridge Condition is a factor that assigns a value of 5 if the project carries a bridge in poor condition. If the project has a bridge with fair conditions, it is assigned a value of 3. It is given a value of 1 for good bridge condition.

- Accessibility Criteria is defined by Accessibility to Jobs (50%) and Accessibility to Amenities (50%). This factor measures the number of jobs accessible via a project. Accessibility to Jobs is a factor that measures the number of jobs accessible via a project. Accessibility to Amenities is a factor that measures the total trips served by the project to access major amenities. Major amenities include hospitals and universities/colleges. Scores were assigned based on 0-20th, 20th-40th, 40th-60th, 60th-80th, and 80th-100th percentiles of calculated values for all projects.
- Accessibility to Amenities is a factor that measures the total trips served by the project to access major amenities. Major amenities include hospitals and universities/colleges. Scores were assigned based on 0-20th, 20th-40th, 40th-60th, 60th-80th, and 80th-100th percentiles of calculated values for all projects.
- Underserved Criteria are defined by the Underserved Marginalized Communities (UMC's) Impacted by the Project (30%), UMC Accessibility to Jobs (35%), and UMC Accessibility to Major Amenities (35%). The Underserved Marginalized Communities (UMC's) impact is a factor that measures the project's impact on UMCs by calculating the percentage of the UMC population within 0.5 mile of the project. Scores were assigned based on 0-20th, 20th-40th, 40th-60th, 60th-80th, and 80th-100th percentiles of calculated values for all

projects. The UMC Accessibility to Jobs is a factor that measures the number of jobs accessible from UMCs via a project. Scores were assigned based on 0-20th, 20th-40th, 40th-60th, 60th-80th, and 80th-100th percentiles of calculated values for all projects. The UMC Accessibility to Major Amenities is a factor that measures the UMC trips served by the project to access major amenities. Scores were assigned based on 0-20th, 20th-40th, 40th-60th, 60th-80th, and 80th-100th percentiles of calculated values for all projects.

- The Freight & Trucks Criteria are defined by the Existing Truck Delay in 2022 (30%), Future Truck Delay in 2050 (35%), and Support Access to INDOT Preferred Freight Corridors (PFCs) (35%). The Existing Truck Delay in 2022 is a factor that measures the level of congestion for trucks at a project location under the current condition (2022). The Future Truck Delay in 2050 is a factor that measures the level of congestion for trucks at a project location in the future year 2050. The support Access to INDOT Preferred Freight Corridors (PFCs) is a factor that is assigned a value of 5 if the project is within a 5-minute truck travel time buffer from the INDOT PFC. Otherwise, it is given a score of 1.

Rating System: The Bike/Pedestrian Projects

- The Bike/Pedestrian projects were scored using a scoring criteria & weights system as defined. Five criteria were developed for the bike/pedestrian project prioritization system: Support Access to Job Centers, Support Access to Amenities, Serve Underserved Marginalized Communities, Service Communities with Higher Bike/Ped Demand, and Improve Connectivity of Existing Non-Auto Facilities. Bike/Ped projects that were selected had a Score Weight applied to determine the Maximum Possible weighted score.

Table 1 – Bike and Ped Project Scoring Criteria

Scoring Criteria #	Bike/Ped Project Scoring Criteria
#1	Support Access to Job Centers
#2	Support Access to Amenities
#3	Serve Underserved & Marginalized Communities
#4	Serve Communities with Higher Bike/Ped Demand
#5	Improve Connectivity of Existing Non-Auto Facilities

Rating System: Transit Projects

- The Bike/Pedestrian projects were scored using a scoring criteria and weights system as defined. Five criteria were developed for the Transit project prioritization system: Support Access to Job Centers, Support Access to Amenities, Serve Underserved Marginalized Communities, Service Communities with higher transit demand, and Improve the Connectivity of Existing Non-Auto Facilities. The selected Transit projects had a Score Weight applied to determine the Maximum Possible weighted score.

Table 2 – Transit Project Scoring Criteria

Scoring Criteria #	Transit Project Scoring Criteria
#1	Support Access to Job Centers
#2	Support Access to Amenities
#3	Serve Underserved & Marginalized Communities
#4	Serve Communities with Higher Transit Demand
#5	Improve Connectivity of Existing Non-Auto Facilities

TIP Program Maintenance

The THAMPO evaluates TIP amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification).

The TIP Amendments and Administrative Modifications Schedule and funding adjustments are an inevitable part of the project development process. To remain a continuously updated and current planning document, Amendments and Administrative Modifications provide an instrument of change to the adopted document. The TIP may be revised at any time consistent with the procedures established for its development and approval. The following summarizes the amendment/modification process. TIP amendments are subject to the THAMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification).

The TIP must have approvals by the THAMPO's Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA, the FTA and the IGC. Once approved, the TIP then becomes part of the STIP. The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP, and project amendments herein, is approved by the FHWA, FTA, and INDOT, and until all project amendments are subsequently listed in an approved corresponding STIP, all project amendments and administrative modifications to the current FY 2024-2028 TIP will automatically be included in the new FY 2026-2030 TIP along with their coinciding project funding sources and amounts; however, a TIP application for both TIPs must be submitted to MPO staff for processing.

TIP Amendment

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

- Significant change in scope of work; or
- Adding a project to, or removing a project from, the TIP; or
- Adding Preliminary Engineering (PE), Right of Way (RW) or Utilities (U) phases to a construction project already in the TIP.
- A significant increase in project construction cost or planning/program estimates, as shown in Tables 3 and 4.

Table 3 – TIP Amendment Cost Thresholds for Local and Transit Projects

Total Project Cost	Amendment	Administrative Modification
Less Than \$2,000,000	Equal to or greater than 75%	Less than 75%
\$2,000,000 - \$14,999,999	Equal to or greater than 50%	Less than 50%
\$15,000,000 - \$24,999,999	Equal to or greater than 40%	Less than 40%
Equal to or greater than \$25,000,000	Equal to or greater than 30%	Less than 30%

Table 4 – TIP Amendment Cost Thresholds for INDOT Projects

Total Project Cost	Amendment	Administrative Modification
Less Than \$2,000,000	Equal to or greater than 75%	Less than 75%
\$2,000,000 - \$14,999,999	Equal to or greater than 50%	Less than 50%
\$15,000,000 - \$24,999,999	Equal to or greater than 40%	Less than 40%
Equal to or greater than \$25,000,000	Equal to or greater than 30%	Less than 30%

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

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

Administrative Modification Procedures

The TIP may also be modified by way of an administrative modification. No public involvement is required for administrative modifications. Modifications are processed by Terre Haute Area MPO staff and presented to the Technical and Policy Committees as informational items. No action is required of the committees. Staff will notify planning partners and appropriate parties of the modification as for a TIP amendment. These modifications represent a minor change to the adopted TIP, the following actions are eligible as administrative modifications:

- Splitting or combining projects without modifying the original project intent.
- Updating project cost estimates (within the original scope and intent) that do not impact fiscal constraint.
- Moving a project from federal funding to state or local funding.
- Shifting the schedule of a project or phase within the years covered by the TIP.
- Adding projects that are considered “grouped projects” that do not require public review, redemonstration of fiscal constraint, or a conformity determination. Grouped project categories are listed in Table 5.

Table 5 Grouped Project Categories are listed

Grouped Project Category	Total project Cost (Costs in Thousands)				
	2026	2027	2028	2029	2030
Pavement Preservation					
Includes PPI Projects, 1 & 2 overlays					
Bridge, Culvert and small structure Preservation					
Includes BCPI, bridge Paint, Inspection, Scour, Deck overlay, Pipeline/replacement					
Signing, marking, striping and rumble strips					
Traffic signal system improvements and lighting					
Median guardrail/cable projects with no change to access					
Rail crossing protection					
Bicycle/pedestrian facilities identified in local or state transition plans to meet requirements of the					
Commuter readership programs					
Statewide and non-construction activities					
Operating assistance to transit agencies					
Purchase of new buses to replace existing vehicles					
Rehabilitation of transit vehicles					
Federal Regulations permit projects that are not considered to be appropriate scale for individual listing to be combined or Grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's Transportation Conformity Regulations					

Performance - Based Planning

Background

This discussion provides a central reference point for the identification of recommended Terre Haute Area Metropolitan Planning Organization (THAMPO) *Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP)* multimodal projects administered by Vigo County, the Town of West Terre Haute, the Town of Seelyville, Terre Haute Transit Utility (THUT), Thrive West Central Rural Transit and the Indiana Department of Transportation (INDOT).

Project Cost Estimation

The *FY 2026-2030 TIP* relies on a “cost to complete” or more precisely a “total project estimated cost” supplied from the Local Planning Agencies (LPAs) and INDOT. This includes all project phases, including any phases that are completed or that extend beyond the four-year TIP period. The official definition from INDOT states:

“The STIP must include the cost of each phase of the project that is listed in the STIP and also include the total project cost (23 CFR 450.218(i)). Total project cost is the cost of all phases of the project i.e. PE, design, ROW, construction including phases that are outside the 4-year period of the STIP.”

INDOT will provide the THAMPO with updated total estimated cost figures for each of its projects. The THAMPO will additionally calculate the total estimated cost for all LPA projects. These totals will then have reflection within the THAMPO TIP and within INDOT’s STIP.

The THAMPO uses this process for the *FY 2026-2030 TIP* and future TIP publications.

Federal Funding Sources

Projects programmed within the TIP categorize project phases by fiscal year along with the associated federal funding source accompanied by its appropriate local match as is necessary. Project phases will normally include:

- Preliminary Engineering (PE)
- Right-of-Way Acquisition (RW)
- Construction Engineering (CE)
- Construction (CN)

Projects use various federal transportation sources based on the type of project. In most circumstances, each federal funding source requires a certain percentage of local or state matching funding. The following narrative briefly highlights major transportation funding sources found under current TIP legislation.

- **Surface Transportation Block Grant Program (STPBG)** funds projects to preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on any public road, pedestrian, and bicycle infrastructure, and transit capital projects, including bus terminals. The THAMPO receives Group II STBG fund allocations based on the 2020 Census urbanized area population.
- **Highway Safety Improvement Program (HSIP)** funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-state-owned public roads.
- **National Highway Performance Program (NHPP)** funds construction of new facilities on the National Highway System. These funds ensure that investments in federal-aid funds in highway construction support progress toward the achievement of performance targets (also known as “measures”) established in a state’s asset management plan for the National Highway System.
- **Section 164 Penalty (164 Penalty)** funds HSIP projects with the goal of achieving a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-state-owned public roads. Section 164 Penalty Funds originate from federal legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws. Indiana is one such state.
- **Carbon Reduction Program (CRP)** funds must involve projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- **PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation)** formula funds must involve preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.
- **Section 130 RR Safety** funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).

- **Bridge Programs (BR)** funds bridge safety, inspection, and improvement projects on state and local jurisdictional levels.
- **Transportation Alternatives Program (TA)** funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- **Federal Transit Administration (FTA)** funding programs vary according to urban area use. Terre Haute Transit Utility, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services.
- **Indiana Public Mass Transit Fund (PMTF)** funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.
- **Indiana Trails Program (ITP)** funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded “Indiana Recreational Trails Program” in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2026-2030 TIP reflects this administrative program change.

Table 6 - Federal Transportation Funding Programs

Primary Federal, State, Local Funding Source Descriptions		
Funding Program*	Abbreviation	Brief Description**
Surface Transportation Block Grant	STBG	Projects that preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-state-owned roads.
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Section 164 Penalty	164 Penalty	Funds originating from legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws.
Section 130 RR Safety	130 RR Safety	Train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
Bridge Programs	Local Bridge or BR	Projects involving bridge safety, inspection, reconstruction, or replacement.
Transportation Alternatives	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	<ul style="list-style-type: none"> • Section 5307 operating assistance through formula allocations. • Section 5310 funds Enhanced Mobility of Seniors and Individuals with Disabilities. • Section 5311 funds rural transportation. • Section 5339 funds buses and bus facilities.
Indiana Public Mass Transit Fund	PMTF	A special fund created by the State of Indiana under state statute (I.C. 8-23-3- 8) to promote and develop transportation within Indiana.
Carbon Reduction Program	CRP	Projects that support the reduction of transportation emissions.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	PROTECT	Resiliency to natural hazards, extreme weather events, and other natural disasters.
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (FHWA) (https://fhwa.dot.gov/) and Federal Transit Administration (FTA).		

Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards the nation's social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels.

All transportation projects have the potential to impact environmental, cultural, or historical resources. Local Public Agencies (LPAs) have a requirement to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

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

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the THAMPO FY 2026-2030 TIP and the inclusion of attached statewide Emergency Relief map to address the federal requirements. While Part 667 imparts other requirements on INDOT that other INDOT Divisions have completed, this action should satisfy the requirements regarding the STIP.

Federal Transportation Regulations require state departments of transportation (DOTs) to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.

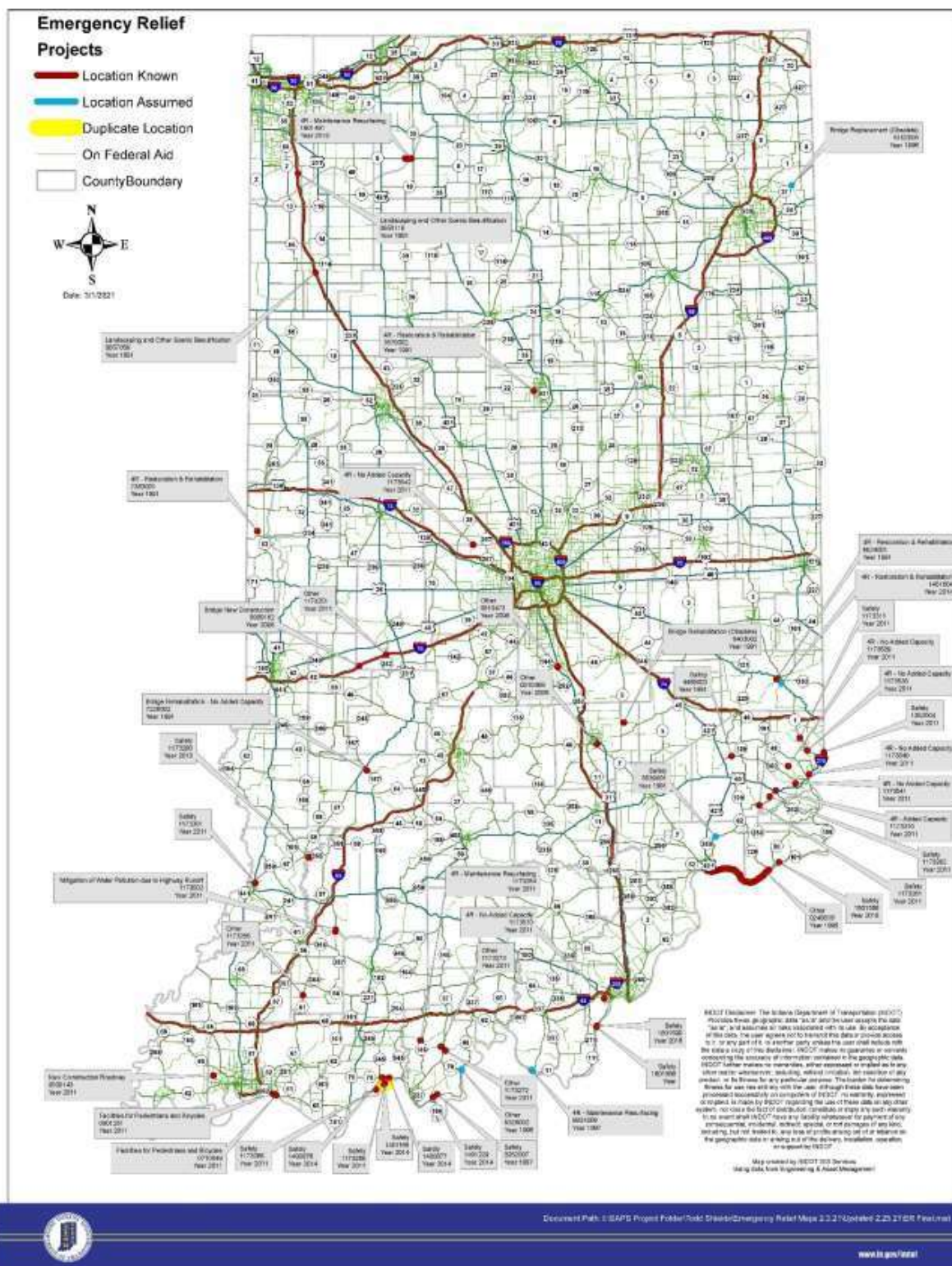
To comply with this requirement, INDOT evaluated and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT has identified only one (1) location where two (2) permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana on State Road 66, approximately 2.5 miles west of State Road 70. The emergency repairs were slide repairs to restore the roadway. INDOT will continue monitoring locations where emergency repairs occurred and will review and update the entire evaluation once every four years for the FHWA.

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing out during a flood, INDOT could consider raising the bridge or installing an overflow structure.

Any projects programmed or amended into the STIP at locations that have had a permanent Emergency Repair will have alternatives considered to mitigate the need for future emergency repairs.

The THAMPO urban area does not currently have any projects programed with federal Emergency Relief funds.

Map 2: Emergency Relief Projects



Transportation Improvement Program Funding

The Transportation Improvement Program (TIP) must achieve fiscal constraint by balancing estimated project expenditures with expected fiscal year funding revenues. Each specific source of funding must additionally have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the Terre Haute Area Metropolitan Planning Organization (THAMPO) local public agencies (LPA), stakeholders, and state, and federal funding partners.

Federal revenue forecasts rely upon past receipts typically allocated on a per capita basis for Indiana's Group II urban areas, projections from the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) of anticipated federal spending authorization levels, and consultations with appropriate federal and state funding agencies.

Local funding forecast derivations employ a similar methodology coupled with extensive local public agency coordination. The source for project expenditure estimates include industry- standard construction cost estimating tools, such as RSMeans data (<https://www.rsmeans.com>) or similar standard industry sources, and a project-specific combination of prior construction experiential data, cost assessments, and program evaluation tools.

The Fiscal Years (FY) used for the purposes of the FY 2026-2030 TIP begins on July 1, 2025 and ends on June 30, 2030. The following FY 2026-2030 TIP funding table identifies the *projected* FHWA program revenues for the THAMPO urban area as of August 2024 as displayed in Table 7. The Indiana Department of Transportation issued the *final* FHWA program levels for the THAMPO in January 2025. The THAMPO staff has fiscally constrained all local projects based on the receipt of Group II assigned funding levels that became available from the INDOT, Local Programs staff. Tables 7 through 9 show the level of anticipated federal funding for the THAMPO, THTU, and Thrive (WCIEDD) Rural Transit

Table 7 – THAMPO Anticipated FY 2026 -2030 Federal Funding Levels

Terre Haute Area Metropolitan Planning Organization Anticipated FY 2026 – 2030 Federal Program Revenue Levels						
Funding Source	Fiscal Year					Totals
	2026	2027	2028	2029	2030	
STBG	\$1,421,519	\$1,421,519	\$1,421,519	\$1,421,519	\$1,421,519	\$7,107,595
TA	\$273,314	\$273,314	\$273,314	\$273,314	\$273,314	\$1,366,570
CMAQ	\$754,560	\$754,560	\$754,560	\$754,560	\$754,560	\$3,772,800
CRP	\$238,472	\$238,472	\$238,472	\$238,472	\$238,472	\$1,192,360
HSIP	\$391,733	\$391,733	\$391,733	\$391,733	\$391,733	\$1,958,665
Sect 164 HSIP	\$43,155	\$43,155	\$43,155	\$43,155	\$43,155	\$215,775
PROTECT	\$87,812	\$87,812	\$87,812	\$87,812	\$87,812	\$439,060
Total	\$3,210,565	\$3,210,565	\$3,210,565	\$3,210,565	\$3,210,565	\$16,052,825

Table 8 – THTU Anticipated FY 2026 -2030 Federal Funding

Terre Haute Transit Utility (THTU) Anticipated FY 2026 – 2030 Federal Program Revenue Levels						
Funding Source	Fiscal Year					
	2026	2027	2028	2029	2030	Total
FTA 5307	\$1,913,125	\$1,913,125	\$1,913,125	\$1,913,125	\$1,913,125	\$9,565,625
FTA 5310	\$299,821	\$299,821	\$299,821	\$299,821	\$299,821	\$1,499,105
FTA 5339	\$169,659	\$169,659	\$169,659	\$169,659	\$169,659	\$848,295
Total	\$2,382,605	\$2,382,605	\$2,382,605	\$2,382,605	\$2,382,605	\$11,913,025

Table 9 – Thrive (WCIEDD) Rural Transit Anticipated FY 2026 -2030 Federal Funding

Thrive West Central Rural Transit Anticipated FY 2026 – 2030 Federal Program Revenue Levels						
Funding Source	Fiscal Year					
	2026	2027	2028	2029	2030	Total
FTA 5311	\$292,380	\$292,380	\$292,380	\$292,380	\$292,380	\$1,461,900
Total	\$292,380	\$292,380	\$292,380	\$292,380	\$292,380	\$1,461,900

The summary funding tables for the THAMPO FY 2026-2030 TIP outline the projected multimodal expenditures within the Urban Area, as well as projects in the THAMPO Planning Area. These tables detail the funding amounts for each fiscal year and should be used to align project programming effectively. The State of Indiana’s programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the THAMPO.

THAMPO FY 2026-2030 LPA Funding Summary (Note: SFY 2030 are Illustrative Fiscal Years)

Table 10 – City of Terre Haute TIP Summery

City of Terre Haute FY 2026 - 2030 TIP Project Summary Funding Table						
Funding Source	Fiscal Year					Estimated Total Cost of Projects*
	2026	2027	2028	2029	2030**	
Local	\$4,165,000	\$0	\$250,000	\$0	\$960,000	\$31,284,500
STBG	\$19,780,000	\$0	\$0	\$0	\$3,840,000	
Total	\$23,945,000	\$0	\$250,000	\$0	\$4,800,000	

* Estimated Total Project Cost (23 CFR 450.326(g)(2)) ** Illustrative fiscal years

Table 11 – Vigo County TIP Summery

Vigo County FY 2026 - 2030 TIP Project Summary Table						
Funding Source	Fiscal Year					Estimated Total Cost of Projects*
	2026	2027	2028	2029	2030**	
Local	\$1,123,613	\$1,076,822	\$5,195	\$59,772	\$4,541	\$15,766,266
STBG	\$4,494,450	\$307,290	\$570,781	\$239,087	\$18,164	
Total	\$5,618,063	\$1,384,112	\$575,976	\$298,859	\$22,704	

* Estimated Total Project Cost (23 CFR 450.326(g)(2)) ** Illustrative fiscal years

Table 12 – THAMPO & MPA TIP Summery

THAMPO & MPA FY 2026 - 2030 Project Summary Funding Table						
Funding Source	Fiscal Year					Estimated Total Cost of Projects*
	2026	2027	2028	2029	2030**	
Local	\$5,288,613	\$1,076,822	\$255,195	\$59,772	\$964,541	\$47,050,767
STBG	\$24,274,450	\$307,290	\$570,781	\$239,087	\$3,858,164	
Total	\$29,563,063	\$1,384,112	\$825,976	\$298,859	\$4,822,704	

* Estimated Total Project Cost (23 CFR 450.326(g)(2)) ** Illustrative fiscal years

THAMPO FY 2026-2030 Fiscal Constraint

These programmed expenditures tables demonstrate a constrained list of proposed expenditures for the first four (4) years of the FY 2026-2030 period. FY 2030 shall remain “illustrative” and therefore not subject to federal fiscal constraint requirements. The State of Indiana’s programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the THAMPO.

Table 13 – THAMPO Planning Area Local Fiscal Constraint and Operation/Maintenance

Local Fiscal Constraint and Operation/ Maintenance	Projected Local Revenues	Programmed Local Matching Costs	Revenues Available for Operation/Maintenance
Vigo County	\$8,201,724	\$2,269,943	\$5,931,781
City of Terre Haute	\$7,756,460	\$5,375,000	\$2,381,460
Town of West Terre Haute	\$197,784	\$0	\$197,784
Town of Seelyville	\$119,000	\$0	\$119,000

Table 14 – Local Program Federal Fiscal Constraint for Urban Public Transportation

Terre Haute Transit Utility Local Fiscal Constraint and Operation/ Maintenance	FY 2026-2030
Estimated Federal Funds (5307, 5339, 5310)	\$11,913,025
Estimated State & Local Funds (THTU, PMTF, & Non-profits)	\$11,007,030
Programmed	\$22,920,055
Difference	\$0.00

Table 15 – Local Program Federal Fiscal Constraint for Rural Public Transportation

Thrive West Central Rural Transit Local Fiscal Constraint and Operation/ Maintenance	FY 2026-2030
Estimated Federal Funds (5311)	\$1,462,000
Estimated State & Local Funds (Vigo County, PMTF, & Non-profits)	\$175,000
Programmed	\$1,637,000
Difference	\$0.00

Table: 16 Local Program Federal Funding Fiscal Constraint

Funding Source	Local Program Federal Fiscal Constraint							
MPO Attributes	FY 2026	¹	FY 2027	FY 2028	FY 2029	²	FY 2030	Total
STBG	\$ 1,421,519		\$ 1,421,519	\$ 1,421,519	\$ 1,421,519		\$ 1,421,519	\$ 7,107,595
CMAQ	\$ 754,560		\$ 754,560	\$ 754,560	\$ 754,560		\$ 754,560	\$ 3,772,800
HSIP	\$ 391,733		\$ 391,733	\$ 391,733	\$ 391,733		\$ 391,733	\$ 1,958,665
TA	\$ 273,314		\$ 273,314	\$ 273,314	\$ 273,314		\$ 273,314	\$ 1,366,570
Sect 164 HSIP	\$ 43,155		\$ 43,155	\$ 43,155	\$ 43,155		\$ 43,155	\$ 215,775
CRP	\$ 238,472		\$ 238,472	\$ 238,472	\$ 238,472		\$ 238,472	\$ 1,192,360
PROTECT	\$ 87,812		\$ 87,812	\$ 87,812	\$ 87,812		\$ 87,812	\$ 439,060
STBG-RR	\$ 16,660,000		\$ 0	\$ 0	\$ 0		\$ 0	\$ 16,660,000
STBG-Bridge	\$ 19,250		\$ 307,290	\$ 20,781	\$ 239,087		\$ 18,163	\$ 604,571
Subtotal	\$ 19,889,815		\$ 3,517,855	\$ 3,231,346	\$ 3,449,652		\$ 3,228,728	\$ 33,317,396
MPO Transfers								
THAMPO	\$ 0		\$ (3,260,565)	\$ (1,124,070)	\$ (629,436)		\$ 0	\$ (5,014,071)
NIRPC	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
MACOG	\$ 0		\$ 0	\$ 0	\$ 651,000		\$ 0	\$ 651,000
APCTC	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
KHCGCC	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
IMPO	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
MCCOG	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
DMMPC	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
BMCMPPO	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
CAMPO	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
EMPO	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
KIPDA	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
OKI	\$ 0		\$ 0	\$ 0	\$ 0		\$ 0	\$ 0
INDOT	\$ 4,384,635		\$ 0	\$ 0	\$ 0		\$ 629,436	\$ 5,014,071
Subtotal	\$ 4,384,635		\$ (3,260,565)	\$ (1,124,070)	\$ 21,564		\$ 629,436	\$ 651,000
Local Project Federal Funding Total								
Available Federal	\$ 24,274,450		\$ 307,290	\$ 20,781	\$ 3,471,216		\$ 3,858,164	\$ 31,931,901
Programmed Federal	\$ 24,274,450		\$ 307,290	\$ 20,781	\$ 239,087		\$ 3,858,164	\$ 28,699,772
Balance Total	\$ 0		\$ 0	\$ 0	\$ 3,232,129		\$ 0	\$ 3,232,129

¹ This amount reflects the trading of funds with the Indiana Department of Transportation for the remaining funds of SFY 2025 (1,740,561), SFY 2026 (3,210,565) and SFY 2027 (3,193,565) expect \$328,071 to cover Des 2300163. STBG-R is a \$16,660,000 bridge fund to develop the grade separation at North 13th and 8th Ave.

² This amount reflects the trading of funds with the Indiana Department of Transportation for the \$629,436 in FY 2029 to be used to cover Des 2500564.

A recap of the projects completed in the 2024-2028 Transportation Improvement Program (TIP). DES 1901778, intersection improvements at Wabash Avenue and 13th Street were programmed for two phases: Construction (CN) and Construction Engineering (CE). The CN phase received \$1,248,004 in federal funds, with a local match of \$312,001. The total estimated cost for this intersection improvement was \$2,248,835. Additionally, the Vigo County Bridge Inspection was programmed for preliminary engineering activities in 2024 and 2025. The total federal funding allocated for this activity is \$221,000, along with a local match of \$55,000. In 2025 the Terre Haute Transit Utility (THTU) is now operating on a fare-free basis which includes both fixed-route bus service and ADA para-transit service. THTU also put 5 new transit buses into service at the beginning of 2025.

The THAMPO locally selected federally funded projects and the INDOT District projects consist of seven initiatives designed to comprehensively improve all modes of transportation. These seven initiatives consist of Infrastructure Condition improvements, Congestion Reduction, System Reliability Freight Movement, Economic Vitality, Reduced Project Delivery Delays and, most importantly, increase safety. These projects also aim to provide better access to bike and pedestrian facilities within our planning area, ensuring the safety of all transportation modes. All regionally significant projects have been included in the TIP Program of Projects.

Pavement and Bridge Projects

THAMPO has two bridge projects planned for construction within the THAMPO Planning Area. The first project (DES 1700437) will replace a bridge on Farmersburg St. with an estimated total cost of \$1,175,000. Farmersburg St. is a local roadway primarily providing access to rural residential areas with low traffic volumes. The second planned bridge (DES 1801932) will be a grade separation at the North 13th Street and 8th Ave intersection. This bridge will significantly enhance air quality and improve capacity by reducing delays caused by idling vehicles waiting for CSXT rail line traffic. The estimated total cost to complete this project is \$33,000,000. Additionally, the Countywide Bridge Inspection and Inventory Program for all 197 county bridges includes two plans of projects: one for cycle years 2025-2028 (DES 2300163) and the second for cycle years 2029-2032 (DES 2400799), with total costs of \$439,353 and \$484,880, respectively.

INDOT programmed four bridge projects on state-owned roads within Vigo County. The first (DES 1900195) is a District Bridge Replacement for the I-70 eastbound bridge over the abandoned CSXT RR. The abandoned RR has a proposed recreation trail that will be part of the bike and pedestrian facilities within the THAMPO Planning Area. This project has an estimated completion cost of \$ 4,419,049. The Second Project (DES 2000377) is a District Bridge Rehabilitation that involves a Bridge Thin Deck Overlay for the bridges spanning over the railroad 0.2 miles north of the intersection of US 41 and Haythorne Ave. This project has an estimated completion cost of \$406,196.

The third project (DES 2100607) is a district bridge rehabilitation project involving a bridge thin deck overlay on the I-70 east and westbound bridges at existing 11. This project has an estimated completion cost of \$ 550,944. The final programmed State Bridge project (DES 2300776) is a District Bridge Removal project along US 40. This bridge spans the National Road Heritage Trail. The bridge will be replaced with a box culvert to facilitate the National Road Heritage Trail. This project has an estimated completion cost of \$ 7,486,207. In total, 17 bridge projects are

programmed within the THAMPO Planning Area, amounting to \$40.1 million in federal funds.

System Performance and Initiatives -- Freight Movement and Economic Vitality and Congestion Mitigation and Air Quality (CMAQ) standards

Two local roadway projects will be developed, meeting complete street standards within the THAMPO Urbanized Area. The improvements will enhance Clinton St. and Margaret Ave. with a continuous center left-turn lane and bike and pedestrian facilities. The first project (DES 1901781) on Clinton St. extends from the intersection at Park Ave. to the intersection at Hasselburger Ave., covering a total length of 1 mile, with an estimated completion cost of \$6,096,400. The second road improvement project, (DES 2500564), covers Margaret Ave. from Prairieton Rd. to S. 3rd St. (US 41) with a length of 0.63 miles, with an estimated completion cost of \$5,550,000. System performance measures will assess reliability and freight movement, establishing several metrics for on-road mobile source emissions consistent with Congestion Mitigation and Air Quality (CMAQ) standards.

INDOT Planned 1 Reliability and Freight Reliability within the District. This development will consist of Access Control on US 41 At Dixie Bee Drive, 0.57 miles South of I-70. This Access Control feature will be developed along US 41 to control Chick-fil-A and Towne South Plaza access. This project has an estimated completion cost of \$490,496.

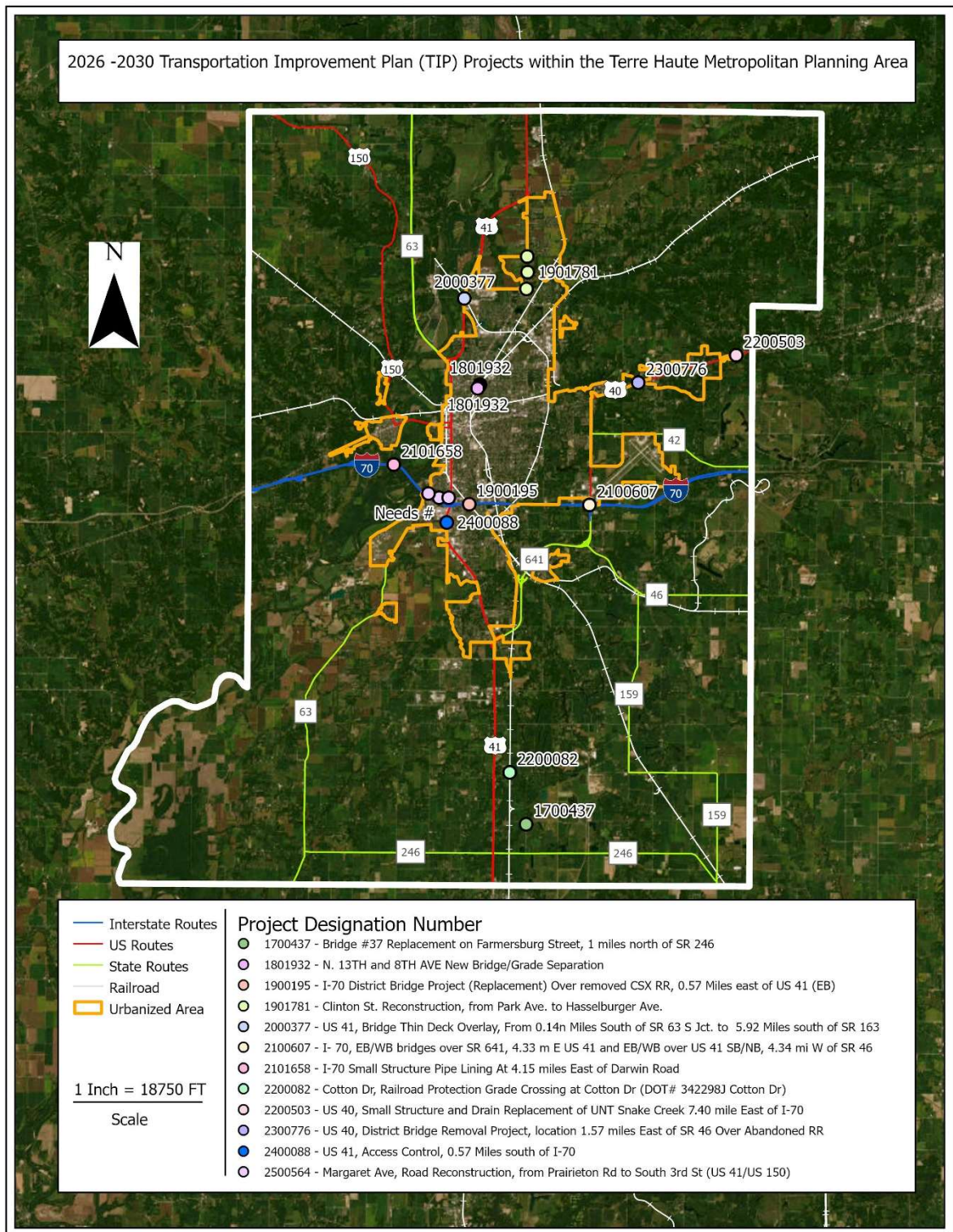
Safety Projects

A locally planned safety project for Vigo County involves improvements to a railroad grade crossing on Cotton Rd. in the Village of Pimento. This project is fully funded by federal resources and has an estimated completion cost of \$550,000.

INDOT programmed 3 Safety projects within the THAMPO Planning Area. The first (DES 2101658) is a District Small Structure Project consisting of Small Structure Pipelining along/under I-70 at 1.45 miles East of Darwin Road. This project has an estimated completion cost of \$ 810,241. The second and final District Safety project (DES 2200503) is a Small Structures & Drains Construction project. The project location is a small structure on US 40, Over Snake Creek, 7.40 miles East of I-70. This project has an estimated completion cost of \$ 958,182. The 2026 – 2030 TIP program for the THAMPO Planning Area includes 14 safety projects, amounting to \$75.1 million in federal funding.

More about the THAMPO Performance-Based Transportation Planning Targets can be found in Appendix C: Performance-Based Transportation Planning Targets page 55.

Map 3: 2026 – 2030 Transportation Improvement Plan (TIP) Project Locations



THAMPO FY 2026 – 2030 Federally Funded Local Projects
Tables: 17 - 21

Table: 17

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federally Funded -- Local Project List																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY2027	FY2028	FY2029	FY2030 **	Estimated Total Project Cost *	Letting	Length (Miles)	Performance Measure
Vigo County	40165	1700437	IR 1038	Bridge Replacement Other Construction	Bridge #37 Farmersburg Street, 1 miles north of SR 246	4/1/2025 Exempted	STBG	CN	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,175,000	08/05/26	0.00	Bridge Condition
Terre Haute	41843	1801932	ST 3038	New Bridge Construction	Bridge over 8th Avenue, North 13th St. CSXT RR	4/1/2025 Exempted	STBG	CN	\$0	\$4,165,000	\$4,165,000	\$0	\$0	\$0	\$0	\$ 25,734,500	09/10/25	0.34	Bridge Condition
Terre Haute	41843	1801932	ST 3038	New Bridge Construction	Bridge over 8th Avenue, North 13th St. CSXT RR	4/1/2025 Exempted	STBG	CN	\$16,660,000	\$0	\$16,660,000	\$0	\$0	\$0	\$0	\$ 25,734,500	09/10/25	0.34	Bridge Condition
Terre Haute	41843	1801932	ST 3038	New Bridge Construction	Bridge over 8th Avenue, North 13th St. CSXT RR	4/1/2025 Exempted	STBG	CN	\$3,120,000	\$0	\$3,120,000	\$0	\$0	\$0	\$0	\$ 25,734,500	09/10/25	0.34	Bridge Condition
Vigo County	42521	1901781	ST 1044	Road Rehabilitation (3R/4R Standards)	Clinton St., from Park Ave. to Hasselburger Ave.	4/1/2025 Exempted	STBG	CN	\$0	\$1,118,800	\$1,118,800	\$0	\$0	\$0	\$0	\$6,096,400	07/09/25	1.00	Reliability
Vigo County	42521	1901781	ST 1044	Road Rehabilitation (3R/4R Standards)	Clinton St., from Park Ave. to Hasselburger Ave.	4/1/2025 Exempted	STBG	CN	\$4,475,200	\$0	\$4,475,200	\$0	\$0	\$0	\$0	\$6,096,400	07/09/25	1.00	Reliability
Vigo County	0	2200082	ST 1046	Railroad Protection	Cotton Dr. in Village of Pimento	4/1/2025 Exempted	STBG	CN	\$550,000	\$0	\$0	\$0	\$550,000	\$0	\$0	\$550,000		0.00	Safety
Vigo County	0	2300163	IR 1012	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2025-2028	4/1/2025 Exempted	STBG	PE	\$351,694	\$0	\$217,352	\$16,512	\$18,164	\$99,666	\$0	\$439,353		0.00	Bridge Condition

Table: 18

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federally Funded -- Local Project List																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY2027	FY2028	FY2029	FY2030 **	Estimated Total Project Cost *	Letting	Length (Miles)	Performance Measure
Vigo County	0	2300163	IR 1012	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2025-2028	4/1/2025 Exempted	STBG	PE	\$0	\$87,658	\$54,338	\$4,128	\$4,541	\$24,651	\$0	\$439,353		0.00	Bridge Condition
Vigo County	0	2400799	IR 1012	Bridge Inspections	Countywide Bridge Inspections and Inventory Program for cycle years 2029-2032	4/1/2025 Exempted	STBG	PE	\$0	\$64,313	\$0	\$0	\$0	\$59,772	\$4,541	\$484,880		0.00	Bridge Condition
Vigo County	0	2400799	IR 1012	Bridge Inspections	Countywide Bridge Inspections and Inventory Program for cycle years 2029-2032	4/1/2025 Exempted	STBG	PE	\$257,251	\$0	\$0	\$0	\$0	\$239,087	\$18,164	\$484,880		0.00	Bridge Condition
Terre Haute	0	2500564	ST 1031	Road Rehabilitation (3R/4R Standards)	Margaret Ave from Prairieton Rd to South 3rd St (US 41/US 150)	4/1/2025 Exempted	Local	RW	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$5,550,000		0.63	Reliability
Terre Haute	0	2500564	ST 1031	Road Rehabilitation (3R/4R Standards)	Margaret Ave from Prairieton Rd to South 3rd St (US 41/US 150)	4/1/2025 Exempted	STBG	CN	\$3,264,000	\$ 816,000	\$0	\$0	\$0	\$0	\$4,080,000	\$5,550,000		0.63	Reliability
Terre Haute	0	2500564	ST 1031	Road Rehabilitation (3R/4R Standards)	Margaret Ave from Prairieton Rd to South 3rd St (US 41/US 150)	4/1/2025 Exempted	STBG	CE	\$576,000	\$144,000	\$0	\$0	\$0	\$0	\$720,000	\$5,550,000		0.63	Reliability

Table: 19

Terre Haute Transit Utility Project Listing																		
TPIN	Sponsor	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Federal	State PMFT	Local Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	VR (Miles)	Performance Measure
TER-26-001	THAMPO		Fixed and Paratransit	Public Transportation Operation	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$1,282,326	\$538,026	\$744,300	\$2,564,652	\$0	\$0	\$0	\$0	\$12,823,260	427,450	
TER-26-001	THAMPO		Fixed and Paratransit	Public Transportation Preventative Maintenance	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$211,320	\$0	\$52,830	\$264,150	\$0	\$0	\$0	\$0	\$1,320,750	427,450	
TER-27-001	THAMPO		Fixed and Paratransit	Public Transportation Operation	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$1,282,326	\$538,026	\$744,300	\$0	\$2,564,652	\$0	\$0	\$0	\$12,823,260	427,450	
TER-27-001	THAMPO		Fixed and Paratransit	Public Transportation Preventative Maintenance	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$211,320	\$0	\$52,830	\$0	\$264,150	\$0	\$0	\$0	\$1,320,750	427,450	
TER-28-001	THAMPO		Fixed and Paratransit	Public Transportation Operation	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$1,282,326	\$538,026	\$744,300	\$0	\$0	\$2,564,652	\$0	\$0	\$12,823,260	427,450	
TER-28-001	THAMPO		Fixed and Paratransit	Public Transportation Preventative Maintenance	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$211,320	\$0	\$52,830	\$0	\$0	\$264,150	\$0	\$0	\$1,320,750	427,450	
TER-29-001	THAMPO		Fixed and Paratransit	Public Transportation Operation	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$1,282,326	\$538,026	\$744,300	\$0	\$0	\$0	\$2,564,652	\$0	\$12,823,260	427,450	
TER-29-001	THAMPO		Fixed and Paratransit	Public Transportation Preventative Maintenance	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$211,320	\$0	\$52,830	\$0	\$0	\$0	\$264,150	\$0	\$1,320,750	427,450	
TER-30-001	THAMPO		Fixed and Paratransit	Public Transportation Operation	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$1,282,326	\$538,026	\$744,300	\$0	\$0	\$0	\$0	\$2,564,652	\$12,823,260	427,450	
TER-30-001	THAMPO		Fixed and Paratransit	Public Transportation Preventative Maintenance	Terre Haute Urban Area	4/1/2025 Exempted	5307	\$211,320	\$0	\$52,830	\$0	\$0	\$0	\$0	\$264,150	\$1,320,750	427,450	

Table: 20

West Central Indiana Economic Development District (Thrive) Transit Project Listing																		
TPIN	Sponsor	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Federal	State PMFT	Local Match	FY2026	SFY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	VR (Miles)	Performance Measure
TER-26-002	THAMPO		On-Demand	Public Transportation	Rural to Urban	4/1/2025 Exempted	5311	\$292,380	\$35,063	\$116,280	\$443,723	\$0	\$0	\$0	\$0	\$2,224,115	37,320	
TER-27-002	THAMPO		On-Demand	Public Transportation	Rural to Urban	4/1/2025 Exempted	5311	\$292,380	\$35,063	\$116,280	\$0	\$443,723	\$0	\$0	\$0	\$2,224,115	37,320	
TER-28-002	THAMPO		On-Demand	Public Transportation	Rural to Urban	4/1/2025 Exempted	5311	\$292,380	\$35,063	\$116,280	\$0	\$0	\$443,723	\$0	\$0	\$2,224,115	37,320	
TER-29-002	THAMPO		On-Demand	Public Transportation	Rural to Urban	4/1/2025 Exempted	5311	\$292,380	\$35,063	\$116,280	\$0	\$0	\$0	\$443,723	\$0	\$2,224,115	37,320	
TER-30-002	THAMPO		On-Demand	Public Transportation	Rural to Urban	4/1/2025 Exempted	5311	\$292,380	\$35,063	\$116,280	\$0	\$0	\$0	\$0	\$443,723	\$2,224,115	37,320	

Table: 21

Terre Haute Area MPO Project Listing																	
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Federal	Local Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	VR (Miles)	Performance Measure
THAMPO			UPWP	Other Project Type	THAMPO Planning Area			\$264,795	\$66,200	\$330,995	\$330,995	\$330,995	\$330,995	\$330,995	\$1,654,975	0	

THAMPO FY 2026 – 2030 Federally Funded State Projects within the THAMPO Planning Area
Table: 22

Table: 22

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federal Funded Projects -- State Projects Within the THAMPO Planning Area																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030 **	Estimated Total Project Cost*	Letting	Length (Miles)	Performance Measure
INDOT	44788	1900195	I 70	Bridge Replacement	Over removed CSX RR, 0.57 mi E of US 41 (EB)	4/1/2025 Exempted	NHPP	CN	\$6,937,000	\$771,000	\$7,707,000	\$0	\$0	\$0	\$0	\$4,419,000	12/10/25	0	Bridge Condition
INDOT	41371	2000377	US 41	Bridge Thin Deck Overlay	From 0.14 mi S of SR 63 S Jct to 5.92 mi S of SR 163	4/1/2025 Exempted	STBG	CN	\$542,000	\$136,000	\$678,000	\$0	\$0	\$0	\$0	\$406,000	9/10/25	0	Bridge Condition
INDOT	43681	2100607	I 70	Bridge Thin Deck Overlay	EB/WB bridges over SR 641, 4.33 mi E of US 41 and EB/WB over US 41 SB/NB, 4.34 mi W of SR 46	4/1/2025 Exempted	NHPP	CN	\$1,925,000	\$214,000	\$0	\$2,139,000	\$0	\$0	\$0	\$551,000	7/8/26	0	Bridge Condition
INDOT	44976	2101658	I 70	Small Structure Pipe Lining	At 1.45 mile E of Darwin Road	4/1/2025 Exempted	NHPP	CN	\$577,000	\$64,000	\$641,000	\$0	\$0	\$0	\$0	\$810,000	9/10/25	0	Safety
INDOT	44392	2200503	US 40	Small Structures & Drains Construction	Over UNT Snake Creek, 7.40 mile E of I-70	4/1/2025 Exempted	NHPP	RW	\$36,000	\$9,000	\$45,000	\$0	\$0	\$0	\$0	\$958,000	9/2/26	0	Safety
INDOT	44392	2200503	US 40	Small Structures & Drains Construction	Over UNT Snake Creek, 7.40 mile E of I-70	4/1/2025 Exempted	NHPP	CN	\$620,000	\$155,000	\$50,000	\$725,000	\$0	\$0	\$0	\$958,000	9/2/26	0	Safety
INDOT	45032	2300776	US 40	Bridge Removal	Over Abandoned RR, 1.57 mile E SR 46	4/1/2025 Exempted	NHPP	RW	\$48,000	\$12,000	\$0	\$0	\$60,000	\$0	\$0	\$7,486,000	11/15/28	0	Bridge Condition
INDOT	45032	2300776	US 40	Bridge Removal	Over Abandoned RR, 1.57 mile E SR 46	4/1/2025 Exempted	NHPP	CN	\$8,308,000	\$2,077,000	\$0	\$0	\$100,000	\$10,284,000	\$0	\$7,486,000	11/15/28	0	Bridge Condition
INDOT	45478	2400088	US 41	Access Control	At Dixie Bee Drive, 0.57 miles S of I-70	4/1/2025 Exempted	NHPP	CN	\$292,000	\$73,000	\$365,000	\$0	\$0	\$0	\$0	\$490,000	7/9/25	0	Reliability and Freight Reliability

THAMPO FY 2026 – 2030 Federally Funded State Projects at Various Locations
Tables: 23 - 28

Table: 23

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federal Funded Projects -- Various Locations																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	Letting	Length (Miles)	Performance Measure
INDOT	0	2001788	MS MIS	Geotechnical on call - multiple locations throughout the state	Various Locations	4/1/2025 Exempted	STBG	PE	\$2,400,000	\$600,000	\$3,000,000	\$0	\$0	\$0	\$0	\$30,983,000		0	Safety
INDOT	0	2002952	VA VARI	Software License for Statewide ATMS for FY 26	Various Locations	4/1/2025 Exempted	NHPP	PE	\$450,000	\$50,000	\$500,000	\$0	\$0	\$0	\$0	\$500,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2002953	VA VARI	Statewide TMC Dispatcher Operations Contract for FY 26	Various Locations	4/1/2025 Exempted	NHPP	PE	\$1,620,000	\$180,000	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2002955	VA VARI	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 26	Various Locations	4/1/2025 Exempted	STBG	PE	\$400,000	\$100,000	\$500,000	\$0	\$0	\$0	\$0	\$500,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2002956	VA VARI	Statewide INRIX Traffic Data for FY 26	Various Locations	4/1/2025 Exempted	NHPP	PE	\$1,080,000	\$120,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2101642	MS MIS	Post-Construction BMP Program Implementation / MS4 MCM5 FGD Various Locations	Various Locations	4/1/2025 Exempted	STBG	PE	\$886,000	\$221,000	\$1,107,000	\$0	\$0	\$0	\$0	\$3,318,000		0	Safety

Table: 24

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federal Funded Projects -- Various Locations																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	Letting	Length (Miles)	Performance Measure
INDOT	0	2201179	VA VARI	Statewide Cell Service for Communications for Signals and ITS Devices for FY 26	Various Locations	4/1/2025 Exempted	STBG	PE	\$1,000,000	\$250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2201180	VA VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	Various Locations	4/1/2025 Exempted	STBG	CN	\$280,000	\$70,000	\$350,000	\$0	\$0	\$0	\$0	\$350,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	44741	2201247	VA 1019	Statewide High Mast Tower Lighting Replacement at various interchanges	Various Locations	4/1/2025 Exempted	STBG	CN	\$3,113,000	\$778,000	\$0	\$3,892,000	\$0	\$0	\$0	\$4,620,000	7/8/26	0	Safety
INDOT	0	2300076	VA 000C	Statewide Underwater Bridge Inspection FY-24 through FY-27	Various Locations	4/1/2025 Exempted	STBG	PE	\$640,000	\$160,000	\$400,000	\$400,000	\$0	\$0	\$0	\$2,000,000		0	Bridge Condition
INDOT	0	2300077	VA 000C	Statewide Vertical Clearance measuring over/under bridges. FY-2024 through FY-2027	Various Locations	4/1/2025 Exempted	STBG	PE	\$160,000	\$40,000	\$200,000	\$100,000	\$100,000	\$0	\$0	\$900,000		0	Bridge Condition
INDOT	44861	2300178	VA 1019	Various locations in the Crawfordsville District	Various Locations	4/1/2025 Exempted	STBG	CN	\$371,000	\$93,000	\$464,000	\$0	\$0	\$0	\$0	\$1,392,000	8/9/23	0	Safety

Table: 25

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federal Funded Projects -- Various Locations																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	Letting	Length (Miles)	Performance Measure
INDOT	44987	2300274	VA VARI	National Electric Vehicle Infrastructure Formula Program - various locations on Interstates TBD	Various Locations	4/1/2025 Exempted	NHPP	CN	\$59,561,000	\$6,618,000	\$19,948,000	\$27,243,000	\$18,988,000	\$0	\$0	\$75,765,000		0	Safety
INDOT	0	2300290	VA 1030	Tunnels throughout the State	Various Locations	4/1/2025 Exempted	STBG	PE	\$711,000	\$178,000	\$500,000	\$388,000	\$0	\$0	\$0	\$1,388,000		0	Bridge Condition
INDOT	45469	2400075	VA 1019	Various routes in the Crawfordsville District	Various Locations	4/1/2025 Exempted	STBG	CN	\$200,000	\$50,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000	3/11/26	0	Safety
INDOT	0	2400077	VA 1030	HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist.	Various Locations	4/1/2025 Exempted	STBG	PE	\$807,000	\$202,000	\$328,000	\$336,000	\$344,000	\$0	\$0	\$1,335,000		0	Safety
INDOT	0	2400095	MS MIS	Noise Analysis Technical Review Support - Small Purchase Contract - Statewide	Various Locations	4/1/2025 Exempted	STBG	PE	\$200,000	\$50,000	\$250,000	\$0	\$0	\$0	\$0	\$500,000		0	Safety
INDOT	0	2400543	VA 1030	Various bridges around the state.	Various Locations	4/1/2025 Exempted	STBG	PE	\$400,000	\$100,000	\$500,000	\$0	\$0	\$0	\$0	\$500,000		0	Bridge Condition
INDOT	45615	2400605	VA 1019	NEVI BP applicant sites	Various Locations	4/1/2025 Exempted	STBG	CN	\$2,400,000	\$600,000	\$3,000,000	\$0	\$0	\$0	\$0	\$6,000,000		0	Safety
INDOT	45620	2400610	VA 1019	NEVI PILOT Locations	Various Locations	4/1/2025 Exempted	STBG	CN	\$1,800,000	\$450,000	\$2,250,000	\$0	\$0	\$0	\$0	\$4,500,000		0	Safety

Table: 26

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federal Funded Projects -- Various Locations																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	Letting	Length (Miles)	Performance Measure
INDOT	45622	2400612	VA 1019	NEVI Tesla Locations	Various Locations	4/1/2025 Exempted	STBG	CN	\$1,636,000	\$409,000	\$2,045,000	\$0	\$0	\$0	\$0	\$4,160,000		0	Safety
INDOT	0	2400803	VA VARI	Statewide ATMS Camera / Communications / Detection / DMS Replacements - FY 27	Various Locations	4/1/2025 Exempted	NHPP	CN	\$270,000	\$30,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400804	VA VARI	Software License for Statewide ATMS for FY 27	Various Locations	4/1/2025 Exempted	NHPP	PE	\$450,000	\$50,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400806	VA VARI	Statewide TMC Dispatcher Operations & Engineering Support Contract for FY 27	Various Locations	4/1/2025 Exempted	NHPP	PE	\$1,620,000	\$180,000	\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400807	VA VARI	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 27	Various Locations	4/1/2025 Exempted	STBG	PE	\$400,000	\$100,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400808	VA VARI	Statewide INRIX Traffic Data for FY 27	Various Locations	4/1/2025 Exempted	NHPP	PE	\$1,080,000	\$120,000	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400809	VA VARI	Statewide Cell Service for Communications for Signals and ITS Devices for FY 27	Various Locations	4/1/2025 Exempted	STBG	PE	\$1,000,000	\$250,000	\$0	\$1,250,000	\$0	\$0	\$0	\$1,250,000		0	Congestion Mitigation and Air Quality (CMAQ)

Table: 27

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federal Funded Projects -- Various Locations																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	Letting	Length (Miles)	Performance Measure
INDOT	0	2400810	VA VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 27	Various Locations	4/1/2025 Exempted	STBG	CN	\$280,000	\$70,000	\$0	\$350,000	\$0	\$0	\$0	\$350,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400818	VA VARI	Statewide INRIX Traffic Data for FY 28	Various Locations	4/1/2025 Exempted	NHPP	PE	\$1,080,000	\$120,000	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400819	VA VARI	Software License for Statewide ATMS for FY 28	Various Locations	4/1/2025 Exempted	NHPP	PE	\$675,000	\$75,000	\$0	\$0	\$750,000	\$0	\$0	\$750,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400820	VA VARI	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 28	Various Locations	4/1/2025 Exempted	STBG	PE	\$400,000	\$100,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400821	VA VARI	Statewide TMC Dispatcher Operations & Engineering Support Contract for FY 28	Various Locations	4/1/2025 Exempted	NHPP	PE	\$1,620,000	\$180,000	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400823	VA VARI	Statewide ATMS Camera / Communications / Detection / DMS Replacements - FY 28	Various Locations	4/1/2025 Exempted	NHPP	CN	\$450,000	\$50,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000		0	Congestion Mitigation and Air Quality (CMAQ)

Table: 28

THAMPO SFY 2026-2030 Transportation Improvement Program -- Federal Funded Projects -- Various Locations																			
Sponsor	Contract	Des	Route	Work Type	Location Description	AQ Exempt	Funding Type	Phase	Federal	Match	FY2026	FY 2027	FY 2028	FY 2029	FY 2030**	Estimated Total Project Cost*	Letting	Length (Miles)	Performance Measure
INDOT	0	2400824	VA VARI	Statewide Cell Service for Communications for Signals and ITS Devices for FY 28	Various Locations	4/1/2025 Exempted	STBG	PE	\$1,000,000	\$250,000	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	0	2400825	VA VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 28	Various Locations	4/1/2025 Exempted	STBG	CN	\$400,000	\$100,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000		0	Congestion Mitigation and Air Quality (CMAQ)
INDOT	45712	2400829	VA VARI	Fort Wayne & LaPorte District ITS & Signal Maintenance Contract - FY 28	Various Locations	4/1/2025 Exempted	STBG	CN	\$857,000	\$214,000	\$0	\$0	\$1,071,000	\$0	\$0	\$535,000	1/12/28	0	Congestion Mitigation and Air Quality (CMAQ)

Appendices



The Intersection of North 7th Street and Cherry Street looking Northwest – The Campus of Indiana State University

Appendix A: Financial Analysis Assumptions

Introduction

Financial resources define the feasibility, timing, and scope of Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) project selections and implementation. This narrative defines reasonable financial forecasts that support the recommended multimodal transportation needs plan for the Terre Haute and Vigo County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act of 1991. Successive federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA) continued this requirement and permitted the inclusion of “illustrative” transportation projects for potential implementation if additional funding were to become available during the established final program FY 2030 planning horizon.

Financial resources for federal, state, and local highway transportation projects are set aside within the following categorical areas:

- **Safety and Security** - represent the highest multimodal transportation system priority by protecting people, system users, and infrastructure investments.
- **Facility Maintenance and Preservation** - protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services.
- **Capacity Expansion** - adds to the functional capacity of the multimodal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.
- **New Facilities** - represent major new capital investments including new roadways, bridges, and interchanges where such facilities do not currently exist.

Federal Resource Programs

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) governs current federal funding for highway, transit, and railroad facilities. The IIJA provides \$550 billion over federal fiscal years 2022 through 2026 in new Federal infrastructure investments for roads, bridges, mass transit, water infrastructure, resilience, and broadband access services

The IIJA apportions federal program funds using a formula or a set of formulas, takedowns, and set-asides. Legally established formulas determine sum amounts for each state's federal-aid apportionment. These sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation further requires the distribution of various programs within the state to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds.

Major funding programs administered by the FHWA and the Federal Transit Administration (FTA) under current Infrastructure Investment and Jobs Act (IIJA) Law legislation include the:

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.
- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- **Highway Safety Improvement Program (HSIP):** The HSIP serves as a core federal-aid program within the STBG with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- **Railway-Highway Crossings Program:** Section 130 of this program provides funds for the elimination of hazards at public railway-highway crossings. The Section 130 Program has correlated success significantly reducing fatalities at railway-highway grade crossings over the past two decades. The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and 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). The Terre Haute metropolitan planning area (MPA) is identified as a maintenance area and must submit TIP projects for Air quality conformity.

- **Metropolitan Planning Program (PL):** Under the IIJA Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. Current legislation continues required metropolitan transportation plans (MTPs) and TIPs provide the inclusion of intermodal transportation system facilities, including pedestrian and bicycle facilities.
- **National Highway Freight Program (NHFP):** This program (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm>) provides states with highway-focused formula funding for use on freight-related projects and Increases the maximum number of miles designated as critical urban freight corridors in a State.
- **Carbon Reduction Program:** This program established under IIJA legislation provides funds for projects designed to reduce transportation emissions specifically defined as carbon dioxide (CO2) emissions from on-road highway sources.
- **PROTECT Formula Program:** The PROTECT Formula Program promotes environmental resilience to natural hazards, extreme weather events, and other natural disasters.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

The STBG program funds represent the primary source of federal support for improvements to Terre Haute-Vigo County urbanized area roadways. The STBG funding category promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as the City of Terre Haute, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population given the current U.S. Census of Population. Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations.

The projected FY 2026 STBG fund allocation for the THAMPO beginning July 1, 2025 has an estimated fund equaling \$1.4 million. The forecast of STBG funds available between FY 2026 and 2030 for the planning area assumes a projected growth rate of zero percentage (0.00%), year-over-year growth in federal funding.

Highway Safety Improvement Program (HSIP)

HSIP project funding delivers to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. The THAMPO will receive an approximate allocation of \$391,733 in FY 2026. The forecast of HSIP funds available between FY 2026 and 2030 for the planning area assumes a projected growth rate of zero percentage (0.00%), year-over-year growth in federal funding.

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The THAMPO will receive an approximate allocation of \$273,314 in FY 2026. The forecast of TA funds available between FY 2026 and 2030 for the planning area assumes a projected growth rate of zero percentage (0.00%), year-over-year growth in federal funding.

Section 164 Penalty Program Funds

The THAMPO will receive an approximate Section 164 program fund allocation of approximately \$43,155 in FY 2026 as a supplement to eligible HSIP projects. The forecast of Section 164 funds available between FY 2026 and 2030 for the planning area assumes a projected growth rate of zero percentage (0.00%), year-over-year growth in federal funding.

Carbon Reduction Program (CRP) Funds

CRP funds represent a new federal-aid program under current legislation, and may be obligated for projects that support the reduction of transportation emissions. The THAMPO will receive an approximate CRP allocation of \$238,472 in FY 2026. The forecast of CRP funds available between FY 2026 and 2030 for the planning area assumes a projected growth rate of zero percentage (0.00%), year-over-year growth in federal funding.

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

PROTECT funds represent another new federal-aid program under the IIJA directed at project activities that promote surface transportation resilience. The THAMPO will receive an approximate PROTECT fund allocation of \$87,812 in FY 2026. The forecast of PROTECT funds available between FY 2026 and 2030 for the planning area assumes a projected growth rate of zero percentage (0.00%), year-over-year growth in federal funding.

State of Indiana Investments

INDOT is committed to the continued capital support, planning, and maintenance on the State Routes, US Highways and Interstate systems within the Vigo County Metropolitan Planning Area (MPA). The Interstate system has seen capital investments working west from the State line along the I-70 Corridor with bridge replacements, stream clearing and embankment upgrades, pavement enhancements, and bridge deck overlay replacements. US HWY 41 has planned improvements that focus on enhanced safety (intersections) and improved capacity (Access) at where the roadway meets recent major private capital investments along the south US HWY 41 corridor. These improvements show INDOT's continued commitment to place investment priorities on safety enhancements, system preservation, and maintenance of existing Interstate, State Highway, and State Routes transportation corridors.

Federal Transit Program Formula Grants, Capital Investment Grants, and State Assistance

- *Federal Transit Administration (FTA)* funding programs vary according to Terre Haute urban area use. Terre Haute Transit Utility, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services outside of the Terre Haute urbanized area.
- *Indiana Public Mass Transit Fund (PMTF)* established by the Indiana State Legislature (I.C. 8-23-3-8) promotes the development of Indiana's public transit systems with the allocation of funds using a performance based formula for the delivery of efficient and effective transportation.

Local Resources

Primary resources for locally initiated transportation projects include Motor Vehicle Highway Account (MVHA) fund receipts, Local Road and Street Funds, the Wheel Tax, the Cumulative Bridge Fund, the Major Bridge Fund, Cumulative Capital Development Funds, alternative transportation funds and, in certain instances, Tax Increment Financing District funds and general obligation bonds.

Fiscal Constraint

The THAMPO FY 2026-2030 must demonstrate fiscal-constraint with the inclusion of project expected phases that shall achieve full funding within the five (5) program years. Illustrative projects have been included for the FY 2029-2030 time period as additional resources become available. The THAMPO shall update the TIP every two years or as directed by state and federal funding sources. The TIP and all amendments must achieve FHWA and FTA approvals. The THAMPO shall update the Metropolitan Transportation Plan (MTP) every four years or as directed by state and federal funding sources.

Appendix B: Transportation Planning Requirements

Introduction

The Terre Haute Area Metropolitan Transportation Organization (THAMPO), **PATH** (Prepare and Advance Terre Haute) *2050 Metropolitan Transportation Plan (MTP)* and the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) were prepared in compliance with the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPOs) must demonstrate a continuous, cooperative and comprehensive (“3C”) planning processes that implement projects, strategies, and services that will address the ten (10) core planning factors. This Appendix addresses the core federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2026-2030 TIP incorporates each core planning factor from the *2050 MTP*.

Federal Transportation Planning Factors

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

The FY 2026-2030 TIP based upon the THAMPO *2050 MTP* supports and builds upon the locally adopted Thrive 2025 Vigo County Comprehensive Plan, See you in Terre Haute 2025 Community Plan, 2023 -2027 Comprehensive Economic Development Strategy, and the 2013 Terre Haute MPA Transit Study. The *2050 MTP* and the FY 2026- 2030 TIP promote a safe and efficient multimodal compact urban form transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The *2050 MTP* and the FY 2026-2030 TIP address and incorporate safety, mobility, connectivity, and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

- **Increase the safety of the transportation system for motorized and non- motorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.**

The FY 2026-2030 TIP mirrors the *2050 MTP* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2026-2030 TIP and the *2050 MTP* fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).
- The FY 2026-2030 TIP and the *2050 MTP* advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.
- The FY 2026-2030 TIP and the *2050 MTP* support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2026-2030 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.
- As a new safety policy, the *2050 MTP* recommends the adoption of a THAMPO-specific “Vision Zero” guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.
- **Increase the security of the transportation system for motorized, non- motorized, and transit users.**

The *2050 MTP* enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit, and non-motorist routes of ingress and egress in addition to flexibility in planning evacuation routes in emergency situations. The Vigo County Emergency Management Agency (EMA) is the lead county agency for security issues and THAMPO shall serve in a supporting role providing assistance as needed.

Terre Haute Transit Utility has kicked off its fare-free transit service in 2025 for its fixed route and paratransit services. The transit utility also put 5 new buses into service in 2025. These buses are waiting to have video surveillance systems installed. The Terre Haute Transit Transfer Center has surveillance and monitoring systems in operation.

- **Increase the accessibility and mobility options available to people and freight.**

The *2050 MTP* and the *FY 2026-2030 TIP* create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers, and businesses benefit from this dual approach. The *FY 2026-2030 TIP* reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-70 highway corridor through Vigo County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

The *FY 2026-2030 TIP* is consistent with the *2050 MTP* through increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted *Complete Streets Policy*. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current Americans with Disabilities Act (ADA) standards, side-paths, multi-use pathways, and trails.

- **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

The *FY 2026-2030 TIP* and the *2050 MTP* clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the THAMPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The *FY 2026-2030 TIP* focuses on system safety and system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the FY 2026-2030 TIP strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network.

- **Enhance the integration and connectivity of the transportation system, across and between modes.**

The FY 2026-2030 TIP sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across all surface transportation modes will expand travel options for community residents.

The FY 2026-2030 TIP additionally builds upon the multimodal plans and programs of the 2050 MTP and previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. Programmed projects for public transit, bicycling, and walking promote multimodal travel while reducing congestion, energy conservation, vehicle emissions, and generating quality of life improvements.

- **Promote efficient system management and operation.**

The THAMPO's local partners have refined pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

Pavement, bridge, traffic, transit, and other asset management systems provide state and local jurisdictional authorities with the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the THAMPO are continuously updating individual asset management systems to address ADA needs and to establish multimodal investment priorities.

The Terre Haute Transit Utility, and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

- **Emphasize the preservation of the existing transportation system.** System preservation is a key tenet of the current THAMPO *2050 Metropolitan Transportation Plan (2050 MTP)* guiding principles vision and goals. The *2050 MTP* advocates a “fix it first” methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors. The FY 2026-2030 TIP reflects this policy approach.

All newly proposed FY 2026-2030 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2026-2030 TIP follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multimodal transit, bicycle, and pedestrian users.

- **Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.**

The Vigo County EMA is the local community’s lead for crisis and disaster response. The MPOs local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster for Vigo County as well as District 7 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair, and recovery from unexpected infrastructure damage. Terre Haute and Vigo County have long operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All programmed roadway corridors include storm water runoff control as a mandatory design component.

- **Enhance travel and tourism.**

Vigo County and the City of Terre Haute are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for:

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission’s recognized 41/40 Arts & Cultural District. 41/40 Arts and Cultural District emerges out of Terre Haute’s cultural core at the Crossroads of America serving as both a geographic center and a cultural center. Radiating out from the center are museums, festivals, education, and creative professionals. This district is founded on five key pillars that prosper and promote a quality of life, economic development, tourism, health & wellness, and talent attraction and retention;

- Outdoor Recreation Opportunities are attainable at the national recognized Griffin Bike Park that has a spanning 300 acres of riding trails that were designed by Hilride Progression Development Group. The park offers trails for all ages and skill levels. Griffin Bike Park regularly hosts national and regional biking competitions, drawing participants and spectators from across the country. The Vigo County youth soccer association also offers one of the Midwest's largest soccer complexes, VCYSA spans 50+ acres with 23 fields of varying sizes, supporting rotation to prevent wear. It accommodates over 80 recreational and 20 travel teams for ages 4-19 and hosts the Midwest Soccer Classic;
- Collegiate Sport facilities include the Lavern Gibson Championship Cross Country Course which host events like the NCAA Championships, IHSAA State Finals, and Nike Cross Country Regionals. Indiana State University features comprehensive sports facilities and is home to the Special Olympics Indiana Summer Games and often hosts championship sporting events. Rose-Hulman Institute of Technology has multiple basketball courts, collegiate swimming pool, indoor and outdoor track and a multi-use room with high ceilings for dance, cheer and wrestling. Hulbert Arena, with its unique parquet floor, hosts basketball and volleyball programs and has hosted the NCAA Division III Women's Basketball Final Four. Saint Mary-of-the-Woods College offers a sports center with two basketball/volleyball courts and softball and soccer fields. The campus also has indoor and outdoor equine arenas, hosting regional meetings throughout the year. It annually serves as the launching point for the Ride Across Indiana cycling event.
- Regional and local retail shopping locations; and
- Access to high-quality research through Indiana State University, Rose-Hulman Institute of Technology, and Saint Mary-of-the-Woods College provides advanced research in the fields of Biomedical Science, Technology, Chemistry, Engineering, and Health and Safety.

Given this context of travel and tourism, Vigo County and the City of Terre Haute will maintain and continually modernize existing multimodal transportation system corridors for diverse travel and tourism needs while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience, and seamless connectivity.

Appendix C: Performance-Based Transportation Planning Targets

Introduction

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) signed into law on November 15, 2021, established new requirements for transportation planning performance management. The following national performance goals meet seven (7) key areas in accordance with 23 USC 150: *National*

Performance Measure Goals. Individual states and metropolitan planning organizations (MPOs) must establish performance targets in support of the national goals. The national performance goals specified by the U.S. Congress for the Federal Highway Administration (FHWA) programs are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The following discussion notes each of the National Performance Measure Goals key areas.

Performance Measures

The FHWA and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), the Indiana Department of Transportation (INDOT), and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System (NHS) as specified in 23 CFR 450.314(h).

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for safety, bridge and pavement conditions, congestion reduction, and system reliability.

INDOT along with the MPOs and FHWA will continue collaborating to identify performance targets for each performance measure. Once performance targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, shall (to the maximum extent practicable) achieve the federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

Safety Target Performance Measures

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by annual target updates.

All Indiana MPOs support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP funds along with other funding sources for the implementation of safety improvements with the express purpose of reducing public roadway crashes, and corresponding reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries on all public roads.

The CY 2025 Safety Targets for meeting safety performance measures are:

- Total Number of FARS/ARIES Fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries.

The Terre Haute Area Metropolitan Planning Organization (THAMPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

INDOT completed the annual process in Calendar Year 2024 to establish jointly with the Indiana Criminal Justice Institute and the MPO Council, the PM1 Safety Performance Targets for Calendar Year 2025.

The established CY 2025 Indiana Statewide Targets that are as follows (Table 25):

- Number of Fatalities = 812.4
- Rate of Fatalities = 1.009
- Number of Suspected Serious Injuries = 3031.9
- Rate of Suspected = 3.402
- Number of Non-Motorized Fatalities and Serious Injuries = 363.4

The THAMPO will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2050 Metropolitan Transportation Plan and the FY 2026-2030 TIP. The THAMPO Policy Committee approved this action at a regularly scheduled meeting on February 27th, 2024.

Pavement Condition Target Performance Measures

The THAMPO will support the Pavement Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the TIP. The THAMPO Policy Committee approved this action at their regularly scheduled meeting on September 20th, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

Bridge Performance Measures

The THAMPO will support the NHS Bridge Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The THAMPO Policy Committee approved this action at their regularly scheduled meeting on September 20th, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess NHS truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

NHS Truck Travel Time Reliability Targets

The THAMPO supports the NHS Truck Travel Time Reliability targets established by the INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and TIP. The THAMPO Policy Committee approved this action.

These targets include:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

Interstate Freight Reliability Targets

The THAMPO supports the Interstate Freight Reliability targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and the TIP. The THAMPO Policy Committee approved this action.

Table: 29 - INDOT - THAMPO Performance Measure Targets

Safety	Performance Measure	2021 Actual	2022 Actual	2022 Targets	2023 Targets	2024 Targets	2025 Targets
	Number of Fatalities	883	889.6	876	894.2	876.3	812.4
	Fatality Rate (per 100M VMT)	1.102	1.076	1.076	1.088	1.072	1.009
	Number of Serious Injuries	3,295.0	3,402.0	2,998.2	3,348.1	3,281.1	3,031.9
	Serious Injury Rate (per 100M VMT)	4.112	4.104	3.675	4.068	3.987	3.402
	Number of Non-Motorized Fatalities and Serious Injuries	518	529	344.5	399.6	391.6	363.4
	TIP Support: 14 Safety Projects for \$75.1 M in Federal Funding						

Table: 30 - Performance Measure – Pavements Condition

Pavement Condition	Performance Measure	2021 Actual	2022 Actual	2-Year Target	2-Year Target
	Interstate Pavement in Good Condition	73.2%	71.0%	60.0%	62.0%
	Interstate Pavement in Poor Condition	0.4%	0.4%	1.0%	1.0%
	Non-Interstate NHS Pavement in Good Condition	55.5%	55.5%	50.0%	48.0%
	Non-Interstate NHS Pavement in Poor Condition	0.7%	0.7%	1.5%	1.5%
	TIP Support: 0 Projects for \$0.00 M in Federal Funding				

Table: 31 - Performance Measure – Bridge Condition

Bridge Condition	Performance Measure	2021 Actual	2022 Actual	2-Year Target	2-Year Target
	NHS Bridges by Deck Area Classified in Good Condition	50.6%	52.4%	49.0%	47.5%
	NHS Bridges by Deck Area Classified in Poor Condition	2.3%	2.2%	3.0%	3.0%
	TIP Support: 12 Bridge Projects for 40.1 M in Federal Funding				

Table: 32 - Performance Measure – System Performance

System Performance	Performance Measure	2021 Actual	2022 Actual	2-Year Target
	Reliable Person-Miles Traveled on Interstates	94.3%	93.0%	93.5%
	Reliable Person-Miles Traveled on non-Interstates NHS	96.7%	93.0%	93.5%
	Truck Travel Time Reliability Index	1.26%	1.32%	1.30%
	TIP Support: 3 Reliability Projects for 8.6 M in Federal Funding			

Table: 33 - Performance Measure On-Road Mobile Source Emissions

On-Road Mobile Source Emissions	Performance Measure	2021 Actual	2022 Actual	2-Year Target
	Emissions Reductions for PM10 (kg per day)	168.058	0.02	0.03
	Emissions Reductions for PM2.5 (kg per day)		3	4
	Emissions Reductions for VOC (kg per day)	3,373.765	0.93	0.94
	Emissions Reductions for Carbon Monoxide (kg per day)	863.370	590.00	600.00
	Truck Travel Time Reliability Index	2668.04	330.00	520.00
TIP Support: 21 CMAQ Projects for 16.4 M in Federal Funding				

Source of data on tables 25, 26, 27, 28, & 29: INDOT Technical Planning Section, August 2022-2024.

Transit Performance Measures

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. This Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The following represent FY 2025 Terre Haute Transit Utility (THTU) performance measures in the following categories:

Table: 34 - Transit Asset Management Targets

Transit Asset Management Targets				
Assets Category	Asset Class	Transit Agency	2025 Measure	2026 Target
Rolling Stock Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Bus	THTU	50.00%	50.00%
Equipment Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Floor Lifts	THTU	50.00%	0.00%
Facilities Condition - % of facilities with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) Scale	Garage Maintenance Facility	THTU	50.00%	0.00%

Table: 35 - 2024 Safety Performance Targets: Terre Haute Transit Utility

2024 Safety Performance Targets: Terre Haute Transit Utility							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability
Fixed Route Bus	0	0	6	1.5	2	0.5	424,480
Paratransit	0	0	0	0	1	0.1	39,029

Conclusion

The Terre Haute Metropolitan Planning Area (MPO) anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout the balance of FY 2025 and into future fiscal years. The THAMPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the THAMPO Technical Advisory Committee and the Citizens Advisory Committee.

Appendix D: Air Quality Conformity

Overview

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this led to the establishment of a direct relationship between projects in the Terre Haute Area Metropolitan Planning Organization's (THAMPO) Transportation Improvement Program (TIP) and air quality compliance.

Air quality conformity determinations are required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a Metropolitan Planning Area's (MPA) Long Range Transportation Plan (LRTP) must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network. The THAMPO study area that includes the urbanized area within Vigo County is an air quality attainment area.

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of two (2) air quality monitoring site within the Terre Haute – Vigo County Metropolitan Planning Area. The monitoring station located at 911 Lafayette Avenue in the city of Terre Haute has been in operation since July 1983 and monitors Ozone, SO₂ and fine particulate matter (pm_{2.5}). The station located at 7597 N. Stevenson Road has been in operation since April 2001 and monitors ozone. These monitoring sites can be researched at: [IDEM: Air Monitoring: Air Quality Data](#)

Air Quality Compliance

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

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II", 882 F.3d 1138) held that

transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Vigo County is a maintenance area for the 1997 ozone NAAQS and also designated attainment for the 2008 ozone NAAQS; therefore, per the South Coast II decision, a conformity determination is required for the 1997 ozone NAAQS on the MTP and TIP.

A conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA's Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018. The conformity determination can be found in Chapter 8 of the MTP 2050.

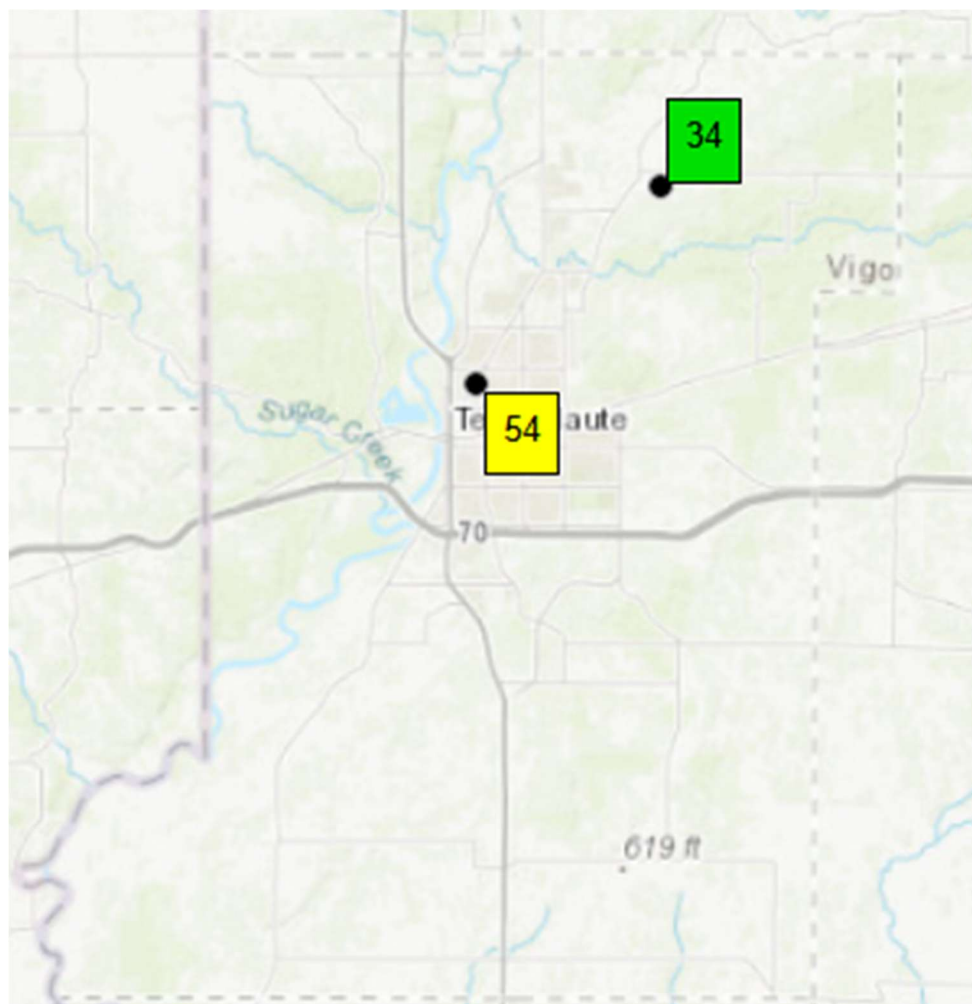


Figure 2: Terre Haute – Vigo County Air Quality Monitoring Sites

Planning staff submitted the THAMPO 2026-2030 Project table list to the ICG for Air Quality Conformity Determination on Marh 4th, 2025. In the email submitted to the ICG staff provide a brief description of two local projects added to the project list seeking federal funds for development.

Please accept this email as a request for ICG concurrence that the attached project list is exempt and may be included in the THAMPO SFY 2026 – 2030 TIP without further Air Quality Conformity determination. All the projects listed, except the Terre Haute Margaret Avenue (DES# TBD) project and the Vigo County Clinton Road Project (DES#1901781), are considered safety improvements and maintenance/preservation projects that do not add any capacity to the street/road network and will not generate any increase in vehicle miles of travel (VMT) or vehicle hours of delay (VHD).

The City of Terre Haute Road reconstruction project for Margaret Ave from US 41 to Prairieton Road (old State Road 63) will incorporate a center continuous left turn (CCLT) lane, aiding in reducing congestion and improving freight performance. The improvements to Margaret Ave will also promote other modes of transportation by incorporating sidewalks and improving travel times and delays along one of the transit corridors within the City of Terre Haute.

Vigo County's Clinton Road project is also a road reconstruction with the incorporation of a continuous center left turn lane (CCLT). The CCLT is intended to remove stopped left-turning vehicles from the through travel lane, thereby reducing congestion and improving safety along the corridor. This project will also incorporate a side path (currently, no pedestrian/bicycle facilities exist), which serves as a linkage to the Parke Community Rail Trail.

Both improvements will significantly enhance other modes of travel within the Terre Haute Urbanized Area, encouraging non-motorized travel.

Staff received questions on one project from Anthony Maietta EPA Region 5 on Des #2000377 as if the project pertains to a bridge deck overlay replacement or a roadway overlay replacement. Staff reached out to the Crawfordsville Planning office for clarification on the Quested Des. Staff reported back to Mr. Maietta that the project questioned was in fact a bridge deck overlay replacement. An email exchange on 3/10/25 between Mr. Maietta and staff regarding exchange for INDOT, and Mr. Maietta stated his questions were answered, as to this project being a Bridge.

On 3-12-25 Lakesha Stewart stated that FHWA reviewed the project list and don't have any comment at this time.

On 3-18-25 Susin Weber with FTA state the FTA has no Concerns on the project list.

On March 26, the draft 2026-2030 TIP document, the PATH 2025 MTP and the associated Air Quality Conformity Analysis will be released for a 30-day Public Comment Period which will close on April 25, 2023. Public outreach will include social media and a virtual open house. All events will be announced through social media postings with selected events listed in Legal Notices published in the local news publications.

**Transportation Conformity Determination Report for the
1997 Ozone NAAQS**

SFY 2026 – 2030 Transportation Improvement Program

Terre Haute Area Metropolitan Planning Organization

Approved May 20, 2025

As part of its transportation planning process, Terre Haute Area MPO (THAMPO) completed the transportation conformity process for the THAMPO SFY 2026 - 2030 TIP. This report documents that the THAMPO SFY 2026 - 2030 TIP meets the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP).

Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Terre Haute Urbanized Area was a maintenance area at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

BACKGROUND

Transportation is a major contributor to local air pollution and smog. These outcomes in turn have a significant impact on health conditions such as asthma and cancer. The six criteria air pollutants monitored by the Environmental Protection Agency (EPA) are:

- 1) nitrogen oxides,
- 2) carbon monoxide,
- 3) volatile organic compounds,
- 4) PM₁₀ and PM_{2.5},
- 5) sulfur dioxide, and
- 6) ammonia.

National statistics regarding air quality show an overall decrease of criteria air pollutants, but an increase of carbon dioxide, especially from transportation sources. Currently, carbon dioxide, a common emission from motor vehicles and the burning of fossil fuels, is not considered one of the criteria pollutants.

In June 2004, the U.S. Environmental Protection Agency (EPA) designated Vigo County as a basic non-attainment area for ozone under the 8-hour ozone standard. On February 6, 2006, EPA approved a request from the Indiana Department of Environmental Management (IDEM) to re-designate Vigo County to attainment of the 8-hour ozone National Ambient Air Quality Standard (NAAQS). As part of the re-designation request, IDEM submitted a maintenance plan, as required by the Clean Air Act, which established the MPA (at that time Vigo County) as an air quality maintenance area for ozone through 2024. Subsequently, in 2013 the 1997 8-hour Ozone NAAQS was revoked for the purposes of demonstrating conformity effective July 20, 2013. Therefore, the MPO was no longer required to demonstrate the conformity of any updated or new Metropolitan Transportation Plan (MTP) or Transportation Improvement Program (TIP) with the Clean Air Act and the EPA transportation conformity regulations (40 CFR Part 93). Subsequently, on February 16, 2018, the D.C Circuit Court issued a decision in *South Coast Air Quality Management District v. EPA*. The decision covers many topics including the revocation of the 1997 Ozone NAAQS and associated conformity requirements. Therefore, per the *South Coast II* decision, the following report is intended to provide information necessary for a conformity determination to be made for the 1997 ozone NAAQS on the MTP and TIP.

TRANSPORTATION CONFORMITY PROCESS

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

In June 2004, the U.S. Environmental Protection Agency (EPA) designated Vigo County as a basic non-attainment area for ozone under the 8-hour ozone standard. On February 6, 2006, EPA approved a request from the Indiana Department of Environmental Management (IDEM) to re-designate Vigo County to attainment of the 8-hour ozone National Ambient Air Quality Standard (NAAQS). As part of the re-designation request, IDEM submitted a maintenance plan, as required by the Clean Air Act, which established the MPA (at that time Vigo County) as an air quality maintenance area for ozone through 2024. Subsequently, in 2013 the 1998 hour Ozone NAAQS was revoked for the purposes of demonstrating conformity effective July 20, 2013.

SFY 2026 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As part of the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process. THEDC as the designated MPO for the West Central Indiana MPA, must develop and maintain a Transportation Improvement Program (TIP) for the MPA. The MPA is the geographic area determined by agreement between the MPO and the Governor of Indiana, in which the federally mandated metropolitan planning process is to be carried out. Currently the MPA is comprised of the Terre Haute Urbanized Area (City of Terre Haute, Town of West Terre Haute, Town of Seelyville, and the urbanized portions of Vigo Counties) and the remaining rural portions of Vigo County (see Figure 1).

The TIP is primarily a listing of all capital and non-capital surface transportation projects (or phases of projects) in the MPA that are programmed for implementation by the MPO's local and state planning partners over the next four years using federal funds provided under 23 U.S.C. and 49 U.S.C. Chapter 53. Some examples of projects that must be included in the TIP are: highway and road projects, transit projects (both capital and operational), transportation enhancement projects, Federal Lands Highway Program projects, scenic byway projects, local and state highway safety projects, trails projects, pedestrian walkway projects and bicycle facility projects.

The SFY 2026 – 2030 TIP was prepared according to the MPO's procedures. The MPO Transportation Technical Committee worked with the State DOT and the appropriate transit operators in soliciting project proposals from the public and cities and towns, and in development of the SFY 2026 - 2030 TIP. Following public and agency review, the SFY 2026 - 2030 TIP was approved by the MPO, Transportation Policy Committee and forwarded to the State DOT, then on to federal funding agencies - the Federal Highway Administration, and the Federal Transit Administration.

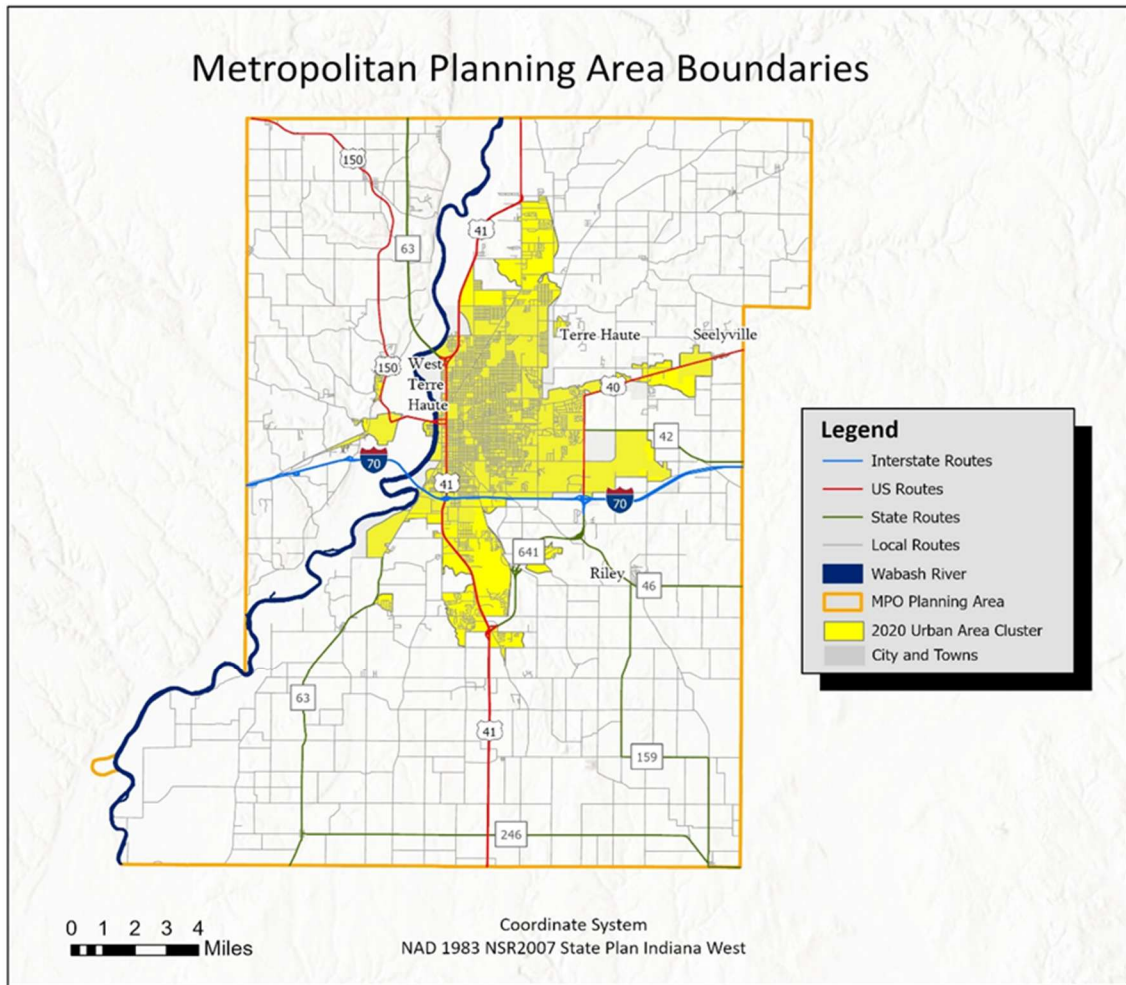


Figure 1

TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan TIPs. Once USDOT makes its 1997 ozone NAAQS conformity determination for the THAMPO SFY 2026- 2030 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the THAMPO SFY 2026 - 2030 TIP.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18_050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

TRANSPORTATION CONFORMITY REQUIREMENTS

OVERVIEW

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include:

- latest planning assumptions (93.110),
- latest emissions model (93.111),
- consultation (93.112),
- transportation control measures (93.113(b) and (c), and
- emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the THAMPO SFY 2024 - 2028 TIP for the West Central Indiana MPA, and the THEDC MPO can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

LATEST PLANNING ASSUMPTIONS

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Vigo County basic nonattainment area has attained the NAAQS standard and complied with applicable provisions of the 1990 Amendments to the Clean Air Act regarding redesignations of basic ozone nonattainment areas.

Documentation to that effect is contained in "Request for Redesignation and Maintenance Plan for Ozone Attainment in the 8-Hour Ozone Basic Nonattainment Area" of 2005 and "MOBILE 6.0 to MOVES MVEB Replacement Update to the Maintenance Plan for the 1997 8-Hour Ozone Standard for Vigo County, Indiana" of 2013. IDEM has prepared a SIP and Maintenance Plan that meets the requirements of Section 110(a)(1) of the 1990 Clean Air Act.

Indiana has performed an analysis that shows the air quality improvement is due to permanent and enforceable measures. In addition, significant regional NOx reductions will ensure continued compliance (maintenance) with the standard and that all CAA requirements necessary for designation as attainment have been met.

Furthermore, because this area is subject to significant transport of pollutants, significant regional NOx reductions will ensure continued compliance (maintenance) with the standards with an increasing margin safety.

CONSULTATION REQUIREMENTS

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with Indiana Department of Transportation (INDOT), Indiana Department of Environmental Management (IDEM), the Indiana Council of Metropolitan Planning Organizations, FHWA, FTA, and EPA. This consultation occurred via email and phone conversation, as well as being discussed at the monthly meeting of the MPO Council. Interagency consultation was conducted consistent with the Indiana Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450.

TIMELY IMPLEMENTATION OF TCMs

Indiana has performed an analysis that shows the air quality improvement are due to permanent and enforceable measures. In addition, significant regional NOx reductions will ensure continued compliance (maintenance) with the standard and that all CAA requirements necessary for designation as attainment have been met.

Furthermore, because this area is subject to significant transport of pollutants, significant regional NOx reductions will ensure continued compliance (maintenance) with the standards with an increasing margin safety.

FISCAL CONSTRAINT

Transportation conformity requirements in 40 CFR 93.108 state that TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The THAMPO SFY 2026-2030 TIP is fiscally constrained, as demonstrated in the Fiscal Constraint Tables: 13 - 16 in the THAMPO SFY 2026 - 2030 TIP.

CONCLUSION

The conformity determination process completed for the THAMPO SFY 2026 - 2030 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

TERRE HAUTE AREA MPO AIR QUALITY CONFORMITY FINDINGS



U.S. Department
of Transportation

Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253	Federal Highway Administration Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576
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Roy Nunnally, Director
Asset Management Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding for the Terre Haute Area Metropolitan Planning Organization's (THAMPO) planning documents. The Terre Haute Area Metropolitan Planning Area is within the THAMPO air quality conformity area comprised of Vigo County. The need for this new conformity finding stems from a recent update to the THAMPO FY2026-2030 Transportation Improvement Program (TIP) which contains an update to the planning assumptions that meets the requirements of 23 CFR 450.324. The revised planning assumptions include the most recently available population, land-use, travel, employment, congestion, and economic activity estimates.

Vigo County is designated as Maintenance for the 1997 Ozone Standard until February 6, 2026.

Appropriate consultation and public involvement on the FY2026-2030 TIP was completed. The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and have determined that air quality conformity requirements have been met.

Terre Haute Area MPO 2045 Metropolitan Transportation Plan (including May 21, 2024 Amendment)
Terre Haute Area MPO FY2024-2028 TIP (Original)
Terre Haute Area MPO FY2026-2030 TIP (Original)

This conformity determination letter supersedes all previous conformity determination letters for this MPO. Therefore, FHWA and FTA affirms the following planning documents conform to air quality conformity rule requirements.

Please note that the FY2026-2030 TIP is not incorporated into INDOT's current Statewide Transportation Improvement Program (STIP), therefore, the FY2024-2028 TIP is the only TIP officially recognized by FHWA and FTA.

If you have any questions, please feel free to contact Paige Story, FHWA, at 317-226-7476 or paige.story@dot.gov; or Susan Weber, FTA, at 312-353-3888 or susan.weber@dot.gov.

Sincerely,



Digitally signed by
CHRISTOPHER J HALL
Date: 2025.06.16
15:37:57 -05'00'

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Jeremy Wier, THAMPO
Shawn Seals, IDEM
Jay Mitchell, INDOT
Cecilia Crenshaw, FTA
Tony Maietta, EPA
Erica Tait, FHWA
Paige Story, FHWA

Appendix E: Plan Development & Public Involvement

Introduction

The Draft FY 2026-2030 Transportation Improvement Program (TIP) prepared by the Terre Haute Area Metropolitan Planning Organization (THAMPO) staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, the Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Terre Haute Engineering Staff, Vigo County Engineering Staff, The Town of West Terre Haute, and the Town of Seelyville, and the Terre Haute Transit Utility.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2026-2030 TIP from September 2024 leading to adoption by the THAMPO Policy Committee in Calendar Year (CY) 2025 with guidance from federal, state, and local partners. The THAMPO demonstrated explicit consideration and response to public input received during the development of the FY 2026-2030 TIP from all urban area residents. The THAMPO sought out and considered the needs of those traditionally Under Served and Marginalized Communities (UMC) by existing transportation systems, such as low-income and minority households, and people with disabilities who may face challenges accessing employment and other services.

THAMPO SFY 2026-2030 TIP projects sponsored by Terre Haute Transit Utility, City of Terre Haute, Vigo County, The Town of West Terre Haute and the Town of Seelyville City additionally focuses on transportation improvements at address safe, accessible, affordable, reliable, comfortable, healthy, and sustainable mobility and access that facilitates social and economic opportunities and meets the needs of all urban area community members.

The THAMPO focused on an extensive public involvement/public input process through open hybrid and in-person virtual public meetings of the THAMPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). All meetings of the THAMPO's Policy Committee are routinely advertised, accessible in hybrid formats (in-person and via Microsoft Team (<https://www.microsoft.com/en-us/microsoft-teams/log-in>) throughout FY 2025 as the staff presented selective elements and the Draft FY 2026-2030 TIP.

The Draft FY 2026-2030 TIP had additional postings on the THAMPO website (<https://www.terrehautempo.com/plans-and-programs/transportation-improvement-program>) along with a discussion/adoption schedule.

Staff presentations and public meeting discussions adhered to the following schedule beginning on December 27th, 2024.

2026 – 2030 Transportation Improvement Program Development Schedule

- The MPO issued a call for projects to our local planning partners on September 1st, 2024. October 1st – 15th the THAMPO Planning Staff addressed concerns from projects submittals and the INDOT Early Coordination.
- THAMPO and Citizen Advisory Group Committee held a public meeting at the Terre Haute Transit Utility's Transfer Station to present the TIP project list and to receive comments from the Public on December 27th, 2024, at 4:00 PM.
- On January 7th a meeting was held with the Transportation Technical Committee to review and finalize the development of the project list for the 2026 - 2030 Draft TIP.
- January 15th, 2025 – The Draft TIP and Project list were presented to the Transportation Advisory Committee.
- A public open house was held on January 16th, 2025, from 5:00 PM to 6:00 PM at the MPO Headquarters. The Open House offered an opportunity for the MPO to receive public comments on the draft TIP. This meeting included a discussion of the TIP projects and related transit developments within the Terre Haute Urban Area.
- THAMPO and Citizen Advisory Group Committee held a public meeting at the Terre Haute Transit Utility's Transfer Station to present the TIP project list and to receive comments from the Public on March 12th, 2025, at 10:00 AM.
- Open Draft TIP 45 Day Public Comment Period March 17th, 2025
- On April 15th presented to the TAC the current 2026 -2030 TIP Project list after revisions and edits from the INDOT Compare and Confirm review and process that took place on March 26th, 2025.
- Held a 2026- 2030 TIP public open house at the Hub to present the 2026 -2030 TIP to the public on April 15th, 2025.

The Terre Haute Area MPO held the first review and comment period from January 15th, 2025, through March 31st, 2025, for the 2026 -2030 Transportation Improvement Plan. Comments were encouraged via any of the following:

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

Mail:

Terre Haute Area MPO
900 Wabash Avenue
Suite 202
Terre Haute, IN 47807

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

Call in comments: (812) 234-2524

Email comments: Jweir@terrehauteedc.com

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

Table 36: Comments Received from Public Input

Comment/Concern:	Date and Method Received	Response
There is a need for a Transit Night Service to the East Walmart is in need	December 27 th , 2024	The transit staff is working to address that issue, as it is short on CDL drivers
Transit needs to improve advertising	December 27 th , 2024	Terre Haute Transit just put 5 new buses in services and is working to enhance advertising.
Transit Service is needed to the Seelyville.	December 27 th , 2024	Seelyville is within the Terre Haute Urban area and THTU is exploring that mode and method for service
Transportation way signage for Regional Hospital	December 27 th , 2024	THTU and Street department are working to address this issue on the signage
Pedestrian crosswalk is dangerous and the intersection at the north 63/41 split and Maple Ave.	December 27 th , 2024	This intersection is currently going through an improvement which will improve safety at this intersection.
A TAC Member asked the planning staff to have a printed project list available at the library	January 15 th , 2025	Staff made a printed list available at the library.

TRIBUNE STAR
DEPT 1160
PO BOX 4268
HOUSTON TX 77210-4268
(812)231-4219
Fax (812)231-4347

ORDER CONFIRMATION

Salesperson: Laine Williams Printed at 12/26/24 09:48 by lwill

Acct #: 62467 Ad #: 305927 Status: New
TERRE HAUTE EDC Start: 12/28/2024 Stop: 12/28/2024
SUITE 200 Times Ord: 1 Times Run: ***
900 WABASH AVE LEG 1.00 X 18.00 Words: 85
TERRE HAUTE IN 47807 Total LEG 18.00
Class: 147 LEGALS
Rate: 6GLGE Cost: 8.51
Affidavits: 1

Contact: Ad Descrpt: THE TERRE HAUTE METROPOLI
Phone: (812)234-2524 Given by: *
Fax#: P.O. #:
Email: Created: lwill 12/23/24 16:40
Agency: Last Changed: lwill 12/23/24 16:45

PUB ZONE EDT TP RUN DATES
TSP A 95 S 12/28
THOL A 95 S 12/28

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

.
The Terre Haute Metropolitan Planning Organization will have an open house to allow for public comments on the 2026 - 2028 Draft Transportation Improvement Program (TIP). Anyone wanting to participate can do so by attending the open House on January 16th, 2025, from 5:00 PM to 6:00 PM. The Open House will be held at the West Central Indiana Business HUB (Hulman Building) located at 900 Wabash Avenue, Terre Haute Indiana 47807. A copy of the draft project list is available at <https://www.terrehauteempo.com/index.php>.
305927-T/S-hspaxlp 12/28

Figure: 3 Tribune Star Legal Ad – 12/26/2024

TRIBUNE STAR
DEPT 1160
PO BOX 4268
HOUSTON TX 77210-4268
(812)231-4219
Fax (812)231-4347

ORDER CONFIRMATION

Salesperson: JENNIFER HENSLEY Printed at 04/02/25 15:25 by jhen1

Acct #: 84782 Ad #: 308249 Status: New CHOLD

TERRE HAUTE AREA MPO DIV. Start: 04/05/2025 Stop: 04/05/2025
SUITE 202 Times Ord: 1 Times Run: ***
900 WABASH AVENUE LEG 1.00 X 20.00 Words: 86
TERRE HAUTE IN 47807 Total LEG 20.00
Class: 147 LEGALS
Rate: 6GLGE Cost: 10.84
Affidavits: 1

Contact: Ad Descrpt: PUBLIC NOTICE THE TERRE H
Phone: (812)244-1319 Given by: *
Fax#: P.O. #:
Email: jweir@terrehauteedc.com Created: jhen1 04/02/25 15:23
Agency: Last Changed: jhen1 04/02/25 15:25

PUB ZONE EDT TP RUN DATES
TSP A 95 S 04/05
THOL A 95 S 04/05

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

Public Notice

The Terre Haute Metropolitan Planning Organization will have an open house to allow for public comments on the 2026 - 2030 Draft Transportation Improvement Program (TIP). Anyone wanting to participate can do so by attending the MPO open House on April 15th, 2025, from 5:00 PM to 6:00 PM. The Open House will be held at the West Central Indiana Business HUB (Hulman Building) located at 900 Wabash Avenue, Terre Haute Indiana 47807. A copy of the draft TIP is available at <https://www.terrehauteempo.com/index.php>. 308249-T/S-4/5/2025-hspaxlp

Figure: 4 Tribune Star Legal Ad – 4/2/2025

Interagency Consultation/Coordination: Calendar Year 2024 and 2025

The THAMPO staff continuously consulted and coordinated with federal, state, and local transportation agencies throughout the FY 2026-2030 TIP development process beginning in November 2024 through December 2024 to ensure the attainment of federal and state requirements.

The consultation/coordination process further ensured the receipt of corresponding comments from federal, state, and local partners. This interagency consultation and coordination ensured the completion of appropriate technical level reviews prior the anticipated Final FY 2026-2030 TIP adoption by the THAMPO Policy Committee on March 25th, 2025.

Appendix F: Glossary

3C Planning means the Comprehensive, Cooperative, and Continuous transportation planning process.

ADA means the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101), a civil rights law that prohibits discrimination based on disability and affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation. The ADA Act of 1990 additionally requires covered employers to provide reasonable accommodations to employees with disabilities, and mandates accessibility requirements for public accommodations.

Air Quality Conformity means a determination required under current federal requirements for major transportation investments in designated air quality “non-attainment” and “maintenance” areas.

Analysis Area means any geographic area such as a zone or group of zones combined for the purpose of making an analysis.

Apportionment means any method for dividing federal funds by an established formula. An apportionment operates like a line of credit to sub-federal governments.

Authorization means the level of funding designated by Congress for specific legislation.

Average Daily Traffic (ADT) means the average number of vehicles passing a specified point during a 24 hour period.

Bike Lane means a portion of the road designated and designed for the exclusive use of bicycles with distinct signage and pavement markings.

Terre Haute Terre Transit Utility (THTU) is a municipal public transportation corporation that provides public transportation within the City of Terre Haute limits.

Bottleneck means the point of minimum capacity along a highway segment.

Build Condition, Option, Alternative, or Alternate means a transportation plan, program, or alternative involving a major capital investment.

Carbon Reduction Program abbreviated as “CRP” means the program created under the Infrastructure Investment and Jobs Act law (IIJA) for planning and construction activities that support the reduction of carbon emissions.

Capacity means the maximum rate of flow at which persons or vehicles reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed in persons per hour or vehicles per hour.

Capacity Expansion Project means a major transportation investment that expands the capacity of any highway or transit system to accommodate additional vehicles. Highway expansion projects involve projects that add through travel lanes including major roadway widening, new roadways, new freeway interchanges, and substantial realignments of existing roadways.

Capacity Preservation Project means a transportation investment to preserve the capacity of the existing highway or transit system. Such projects include bridge rehabilitation and replacement, pavement rehabilitation and reconstruction, and low capital cost investments such as traffic signal improvements or safety improvements (e.g. guardrails and minor horizontal/vertical curve realignments). Typical transit projects involve bus and equipment replacement, transit shelters, and garage facility maintenance.

Carpool means any vehicle (usually a car) or arrangement in which two or more occupants, including the driver, share use or cost in traveling between fixed, multiple, or variable points (also referred to as ridesharing).

Census Tract means an area with generally stable boundaries, defined within counties and statistically equivalent entities, usually used to analyze smaller regions of a population. The U.S. Census Bureau establishes census tracts as relatively homogeneous with respect to population characteristics, economic status, and living conditions.

Central Business District (CBD) means an area of a city that contains the greatest concentration of commercial activity. The traditional downtown retail, trade, and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services compared to adjacent land uses.

CE means construction engineering associated with project construction.

Citizens Advisory Committee (CAC) is a committee, organized under the Metropolitan Planning Organization comprised of residents representing a broad spectrum of the community tasked with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics within the Metropolitan Planning Area and that affect the Metropolitan Planning Organization.

CN means project construction or a capital acquisition such as new vehicles or transit buses.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and 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).

Committed Improvement means funded transportation investments including under construction, but not yet open for operation. Committed projects may additionally involve projects for which design is completed and any environmental clearances approved for construction bid letting.

Complete Streets means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

Comprehensive Planning means a planning process that requires inclusion of land use, transportation, water and sewage, education, health, and other elements.

Cross-Town Routes means a non-radial bus or rail service which does not enter the Central Business District.

Cumulative Bridge Funds provide revenues for construction, occasional maintenance, and repair of bridges, approaches, and grade separations. Cumulative bridge fund receipts come from a tax levied on each one hundred dollars (\$100) assessed valuation of all taxable personal and real property within the county or municipality.

Cumulative Capital Development Funds are sometimes used for major roadway capital investments or other purposes prescribed by the Indiana General Assembly.

Daily Vehicle Miles Traveled (DVMT) means the total number of miles driven per day in a specified area by all vehicle types.

Deadhead Miles means the miles a transit vehicle travels without passengers or cargo on board, often to and from a garage or from one route to another.

Discrimination means any intentional or unintentional act, or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise subjected a person to unequal treatment under any program or activity because of, but not limited to, race, color, or national origin.

Divided Highway means a multi-lane facility with a positive barrier median, or a median that is four (4) feet or wider.

Economic Recession means a periodic decline in industrial production, employment, real income, and wholesale-retail trade as defined by the National Bureau of Economic Research (NBER). The current United States national recession began in March 2020 with a sharp downturn of economic activities brought about by the COVID-19 pandemic.

Farebox Revenue means all fare revenue from case fares, passes, and tickets.

FAST Act means the Fixing America's Surface Transportation Act enacted on December 4, 2015, funding surface transportation programs authorizing a \$305 billion investment over fiscal years 2016 through 2020 with provisions for streamlining, performance-based measurements and multimodal transportation.

Federal Fiscal Year (FFY) means a twelve month period from October 1st to September 30th.

Federal Highway Administration (FHWA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid transportation funds and programs.

Federal Transit Administration (FTA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid public transportation funds and programs.

Geographic Information System (GIS) means spatial data, presented in an electronic map format, which geographically represents the geometry of the roadways, and its geographically referenced component attributes data integrated through cartography and technology to perform analysis.

Grant means an agreement between the federal government and a state or local government, whereby the federal government provides funds or aid-in-kind to carry out specified programs.

Headway means the time between consecutive services. If one catches a transit vehicle that “comes every half hour”, then the service you catch has a headway of 30 minutes.

Highway Safety Improvement Program (HSIP) is the FHWA’s “core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads.”

Infrastructure Investment and Jobs Act (IIJA), is federal legislation passed by the U.S. Congress in November 2021 that aims to enhance drinking water infrastructure, internet infrastructure, and transportation infrastructure.

Illustrative Project means an additional transportation project that may (but not required to) have inclusion in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available Pursuant to CFR 450. 104 Definitions. If an illustrative project is included in the TIP, no federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Plan and TIP. The TIP Amendment process to Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA makes this action possible.

Indiana Department of Natural Resources (IDNR) is the agency that regulates and manages Indiana’s natural, cultural, and recreational resources.

Indiana Department of Transportation (INDOT) is the agency that administers and funds multimodal transportation needs within the State of Indiana.

Indiana Statewide Transportation Improvement Program (INSTIP or STIP) is Indiana’s multi-year program of transportation projects that is comprised of the Transportation Improvement Programs from all the State’s Metropolitan Planning Organizations.

Indiana State University, headquartered in Terre Haute, has a student population of nearly 8,000 people.

Land Use means the purpose or use for land or a structure.

Level of Service (LOS) means a qualitative measure describing operational conditions within a traffic flow stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Typically, a scoring system of A through F describes the level of service. For highways, the LOS definitions found in the *Highway Capacity Manual* (Transportation Research Board Special Report 209) are used.

LPA means local public agency as defined under Indiana state statutes.

Local Road and Street means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. Local Road and Street account funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization, and safety improvements.

Local Share and Local Match means the non-federal matching funds provided by a local entity for federal matching funds.

Long Range Transportation Plan (LRTP, Plan or MTP) means the official multimodal transportation plan adopted by the MPO for the metropolitan area in accordance with federal metropolitan transportation planning guidelines. As a minimum, the transportation plan must have a twenty (20) year horizon and updated every five years (every three years in air quality non-attainment areas). INDOT and FHWA/FTA primarily use LRTP. MPOs interchangeably use the term MTP (Metropolitan Transportation Plan).

Maintenance Area means any geographic region of the United States designated as non-attainment pursuant to the Clean Air Act Amendments of 1990 (Section 102e, United States Code 7410 et seq.), and subsequently re-designated to attainment status subject to the requirement to develop a maintenance plan under Section 175 of the Clean Air Act as amended.

Major Bridge Fund means (established under IC8-16-3.1) a special fund to address a major obstruction between commercial or population centers which is capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or 100-feet in a qualified city. The tax levy shall not exceed \$0.0333 per \$100 assessed valuation within the eligible county.

Major (Metropolitan) Transportation Investment means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

Mass Transportation/Mass Transit means the provision of general or special transportation service, either publicly or privately, to the public on a regular and continuing basis in an urban area. This does not include a school bus, charter, or sightseeing service.

Management System means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve efficiency and safety of, and protect the investment in the nation's infrastructure. Typical management systems include the pavement management system, bridge management system, transit management system, congestion management system, safety management system, and intermodal management system.

MAP-21 means Moving Ahead for Progress in the 21st Century Act signed into law in July 2012. MAP-21 consolidated federal funding programs by two thirds, streamlined environmental reviews, altered pedestrian, and bicycle funding, granted development of a national freight policy, and allowed for greater use of innovative financing.

Metropolitan Planning Organization (MPO) means the forum for cooperative transportation decision-making for the metropolitan planning area. An MPO, designated by the governor of each state, is composed of the chief-elected officials of the metropolitan planning area.

Metropolitan Planning Area (MPA) is the transportation planning area designed by the MPO. As a minimum, the MPA must cover the Urbanized Area (UZA) and the contiguous areas as likely urbanized within a minimum twenty (20) year forecast period covered by the metropolitan transportation plan.

Metropolitan Planning Program (PL) directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas, under the FAST Act. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. The FAST Act continues to require metropolitan transportation plans and transportation improvement plans to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

Metropolitan Transportation Plan (MTP) means the official inter-modal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan area. The MTP is a long range transportation plan with a minimum twenty (20) year horizon.

Micro-transit means a form of demand-response transit service offering flexible routing and/or flexible scheduling, often with minibuses.

Motor Vehicle Highway Account (MVHA) means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, vehicle transfer fees, certificate of title fees, weight taxes or excise taxes, and all other special taxes, duties, or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.

Multi-Use Trail or Pathway means a hard surface, off-road path for use by bike, foot, and other non-motorized traffic typically not within the road right-of-way.

National Ambient Air Quality Standards (NAAQS) are standard requirements set by the U.S. Environmental Protection Agency for six criteria air pollutants: carbon monoxide (CO), lead (Pb), Nitrogen Dioxide (NO₂), Ozone (O₃), Particulate Matter (PM_{2.5} and PM₁₀), and Sulfur Dioxide (SO₂).

National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

National Highway Freight Program (NHFP) provides states with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.

National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.

National Highway System (NHS) means a federal transportation program, authorized in 1995, that includes the Interstate Highway System and other roads important to national defense, commerce, and mobility. The NHS in Indiana includes 2,897 miles of roadways developed by the U.S. Department of Transportation, in cooperation with INDOT and the State's MPOs.

No Build Condition, Option, Alternative, or Alternate means a transportation plan, program, or alternative involving no major capital investment, additionally known as the "do-nothing" option. The No Build condition typically includes the existing transportation system plus committed or already programmed improvements to the transportation system.

Non-Attainment Area means a geographic region of the United States that fails to meet National Ambient Air Quality Standards (NAAQS) for transportation related pollutants as designated by the Environmental Protection Agency (EPA).

Operating Expense means the total of all operating costs incurred during the reporting period.

Operating Subsidy means the revenue received through federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Operational Improvement means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.

Pandemic means the COVID-19 global coronavirus pandemic first identified in the latter half of calendar year 2019 leading to socioeconomic disruptions and a global economic recession bordering on economic depression.

Pathway means a hard surface path physically separated from the road with a grass or tree plot within a road right of way for the use of pedestrians, bicyclists, and other non-motorized users.

Peak Direction means the direction of higher demand during a peak commuting period.

Peak Hour means that one-hour period during which the maximum amount of travel occurs.

Policy Committee (PC) is a committee of the MPO which reviews and approves transportation policy. It is composed of local elected and appointed officials from area municipalities, Indiana University, and state and federal transportation agencies.

Preliminary Engineering (PE) means the first phase of a transportation improvement project which defines scope and project design.

Primary Arterial means a class of street serving major movement of traffic, typically carrying over 20,000 vehicles per day.

Primary Collectors means roadways that typically carry 3,000 to 10,000 vehicles per day.

PROTECT means the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula funds program involving preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.

Public Mass Transportation Fund (PMTF) means a special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana. The allocation of funds to Indiana public transit systems relies on a performance-based formula.

Radial Routes means transit service patterns, in which most routes converge into and diverge from a central transfer point or hub, like spokes of a wheel. Routes timed to arrive and depart at the same time represent a “pulse system”.

Railway Highway Crossing Program (RHCP) is a Federal Highway Administration program that provides funding for the elimination of hazards at railway-highway crossings.

Red Flag Investigation (RFI) identifies a project’s potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

Regional Transit Authority means a special-purpose district organized as either a corporation chartered by statute, or a governmental agency, created for the purpose of providing public transportation within a specific region.

Revenue means all operating funds associated with the provision of transit service in the context of public transportation.

Roadway means any road, street, parkway, or freeway/expressway that includes right-of-way, bridges, railroad/highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

Rural Transit (RT) means a local public agency transportation service provide by the Area 10 Agency on Aging offering service in Clay, Park, Vermillion, and Vigo Counties.

SAFETEA-LU refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

Secondary Arterial means a street typically carrying 10,000 to 20,000 vehicles per day.

Secondary Collector means roadways in Terre Haute that typically carry less than 3,000 vehicles per day.

Sidewalk means a hard-surface path within the street right-of-way designated for the exclusive use of pedestrian traffic.

Strategic Highway Safety Plan (SHSP) means the *Indiana Strategic Highway Safety Plan* required under title 23 U.S.C. § 148 that identifies critical highway safety problems and opportunities for saving lives, reducing suffering and economic losses resulting from traffic crashes. The SHSP additionally coordinates the traffic safety activities of state agencies, municipal entities, and private highway safety organizations.

Signed Bike Routes means a street that is safe for use by both vehicles and bicycles without a designated bike facility. These routes have appropriate signage markings.

Social Justice means that all people should have equal access to wealth, health, well-being, justice, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.

State Fiscal Year (FY) means the State of Indiana's twelve month period from July 1st to June 30th.

Statewide Transportation Improvement Program (STIP or INSTIP) means the official statewide, multimodal transportation plan developed through the statewide transportation planning process.

Surface Transportation Block Grant Program (STBG) means the FAST Act [FAST Act § 1109(a)] conversion of the Surface Transportation Program (STP) into the *Surface Transportation Block Grant Program* (STBG) that promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Sustainable Development means development that meets the needs of the present without compromising the ability of future generations to equitably meet their own environmental, economic, and social needs.

THAMPO means the Terre Haute Area Metropolitan Planning Organization established by the Governor of the State of Indiana for the Terre Haute urbanized area in July, 2020 as a prerequisite for obtaining approval of transportation improvement projects funded by the FHWA and/or FTA.

Thoroughfare Plan means the official plan for the designation and preservation of major public road rights-of-way in accordance with the Indiana Code (IC 36-7-4-506).

Technical Advisory Committee (TAC) is a committee of the MPO which provides technical advice on transportation projects and programs. It consists of planners, engineers, transit system managers, and other relevant managers from local public agencies from within an MPO metropolitan planning area.

TIF (Tax Increment Financing Funds) refers to taxes payable on assessed value in excess of taxes attributable to the assessed value constituting the base—the “base” being the assessed value of the property in the area that existed prior to the designation of the area as a designated redevelopment allocation area.

Transportation Alternatives (TA) means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

Transportation Asset Management Plan (TAMP) refers to INDOT’s 10-year tactical-level management plan which focuses on the achievement of strategic objectives through analysis, options development, programs, delivery mechanisms, and reporting mechanisms established under 23 CFR Part 490.

Transportation Demand Management (TDM) means strategies or actions taken to reduce or shift the peak-hour of travel demand or to shift the mode of travel demand. Typical actions to shift or reduce the peak-hour of travel demand involve programs to shift work hours, limit the trip generation of new development, and congestion tools. Typical actions to shift the mode of travel include transit fare subsidy programs, control of parking fees, and expansions of transit services, construction/designation of high occupancy vehicle lanes or preferential parking areas, and construction of pedestrian and bicycle facilities.

Transportation Equity Act for the 21st Century (TEA-21) means a former six-year federal ground transportation program covering highways, transit, and transportation enhancement activities. TEA-21 authorized annual funding for federal transportation programs prior to the approval of SAFETEA-LU in 2005.

Transportation Improvement Program (TIP) means the staged, multi-year, multimodal program of transportation projects which is consistent with the metropolitan transportation plan.

Transportation System Management (TSM) means a variety of low-cost capital investments or programs to preserve roadway capacity including signal system improvements, intersection

improvements (adding turn lanes), access control policies, and transportation demand management strategies.

U.S. Environmental Protection Agency (USEPA) is a federal agency designated to protect human health and the environment.

Urbanized Area (UZA) means a statistical geographic area defined by the U.S. Census Bureau that consists of a central core and adjacent densely settled territory containing a population of at least 50,000 people.

Unified Planning Work Program (UPWP) means the document describing urban transportation and transportation related activities undertaken in an area during a specified period of time. The Metropolitan Planning Organization (MPO) prepares the UPWP.

Vigo County Emergency Management Agency (EMA) is the lead county agency for security issues and THAMPO shall serve in a supporting role providing assistance as needed.

Vision Zero means a multi-national road traffic safety program that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.

Volume to Capacity (V/C) Ratio means the observed number of vehicles or persons passing a point on a lane, roadway, or travel-way compared to the maximum rate of flow at that point.

Wheel Tax means the motor vehicle excise surtax and wheel tax that are county option taxes on motor vehicles which provide revenue to counties, cities, and towns for road construction, reconstruction, repair, or maintenance of streets, roads, and bridges.

Appendix G: Self-Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION – Fiscal Year 2026

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Terre Haute Area Economic Development Corporation (THEDC), the Metropolitan Planning Organization for the Terre Haute Urbanized Area and the West Central Indiana Metropolitan Planning Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

**Terre Haute Area Economic
Development Corporation**



Jeremy K. Weir

MPO Director

Title

3/10/2025

Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT
Technical Planning & Programming

Title

3/12/2025

Date

Appendix H: Corrections and Revisions

Suggested Corrections	Correction or Revisions Made
FHWA Submitted the Following corrections and revisions. La'Kesha Stewart's title is Community Planner, but for consistency purposes maybe leave off the title and add Federal Highway Administration. Daniel Forbush is no longer with USDOT-FTA. THAMPO can add Anthony Greep for right now.	Corrections were made to the table of acknowledgements. La' Kesha Steward has been removed from the list of Transportation Policy members, as of April 28 th , 2025.
Introduction P.4: Will the 2050 MTP be adopted before or on the day the TIP is expected to be adopted?	The TIP and MTP are scheduled to be approved on the same day of 5/20/2025.
Introduction P.4: Please make sure all links are working and leads to a working webpage.	Corrections were made to the links in the document on pages 1 and 2
Bloomington is referenced a lot throughout THAMPO's document. Please go back and make sure that THAMPO's name is in the document and not another MPO. P. 6, P.11, P.16	Corrections were made throughout the document to remove any language referencing Bloomington and Monroe County.
Transportation Improvement Programming P.8: There is a description of the project prioritization process and there is a list of the general hierarchy. However, it is not clear how this description of the MPO's project prioritization process is consistent with that explained in the draft 2050 MTP Suggest aligning the explanation of project prioritization in the narrative with that in the 2050 MTP.	The Planning staff restated the project prioritization process and included the point system tables to base a project hierarchy. The hierarchy tables can be found on pages 7 -8.
Amendment Process P.8: Suggest adding what triggers a TIP amendment and administrative modification, as well as the procedures for an amendment and administrative modification and a threshold table for both. Also, does THAMPO has an emergency amendment process?	Added the language that specifies what triggers a TIP amendment and it procedures and what constitutes an administrative modification. This can be found on pages 8 -10
Amendment Process P.8: THAMPO's 2020 Public Participation Plan does not mention procedures for Major/ Minor amendment and administrative modification, but it is being referenced in the TIP. Suggest THAMPO incorporates language from their current Public Participation Plan. THAMPO should outline that participation process, describe how the MPO published or otherwise made the TIP readily available for public review, and how THAMPO provided all interested parties with a reasonable opportunity to comment on the proposed TIP	This information can be found in Appendix G: Plan Development & Public Involvement Methodology. The MPO Planning staff is working to update the Public Participation Plan.
Amendment Process P.8: This sentence, "all project	Corrected

amendments and administrative modifications to the current FY 2022-2026 TIP will automatically be included in the new FY 2026-2030 TIP...". THAMPO's current TIP is 2024-2028.	
Transportation Improvement Program Funding p.16: There is an extra MPO in the sentence, "The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the Terre Haute Area Metropolitan Planning Organization (THAMPOMPO) local public agencies (LPA), stakeholders, and state, and federal funding partners.	Corrected
Page 11 – The examples listed in the "Federal Transit Administration funding programs" bullet point should be customized to Terre Haute. The text currently includes Bloomington as an example, which is not relevant to Terre Haute's TIP. Additionally, this bullet point and the table that follows on page 12 only lists 5307 as providing operating assistance when it also provides capital assistance.	Corrected on page 14, this bullet point now includes FTA Funding programs that provide transit capital and operational funding in our planning area.
There are currently no transit projects listed in the TIP. I second INDOT's comments about preparing a table of Transit programmed projects and demonstrating fiscal constraint. This table should include as appropriate the federal share, state share, local share, and total project cost.	The Fiscal Constraint Table was added to the document in tables: 13 -16 on pages 21-22. Transit projects were added to the federally funded local project list tables 19- 21 on page 33.
The draft TIP does not include INDOT sponsored/funded projects. To correct this, include the fiscally constrained, agreed-upon list of INDOT sponsored/funded projects in the TIP.	INDOT sponsored project starts on table 22-28, pages 35 -42. Fiscally Constrained information starting on page 19
The project listings need to list the Federal and local funding being programmed for each phase of the project. Additionally, the total project cost/cost to complete needs to be listed. Since a project phase is only part of the overall project cost, in nearly all cases the total project cost will be greater than the cost of any one phase. The total project costs listed in the draft TIP are equal to the amount being programmed. This should not be the case. Please see the "Project Cost Estimation" paragraphs on page 9 in the draft.	Tables were updated to include Estimation of total project costs. Each Project has a the Federal and Match amounts per project listed in the tables.
The TIP shall include, to the maximum extent	The Planning staff provides a narrative of the

<p>practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. This is generally accomplished by the MPO including a statement for each project listed that identifies the performance target that will be most impacted by the project. In some cases, an MPO may identify more than one performance target. To accomplish this, the TIP needs to list the performance targets. Please see the following example</p>	<p>local project and the achieved performance measure on page 23 -24. A new section was also added in the Appendices; Appendix C: Performance-Based Transportation Planning Targets.</p>
<p>Air Quality Conformity: Vigo County is subject to the 1997 ozone Southcoast Court Decision and therefore is subject to air quality conformity for its MTP and TIP. For the MPOs that are subject to air quality conformity, the MPO should identify in the draft TIP the schedule of the steps and actions it will be undertaking for air quality conformity. The final TIP should then document that the steps outlined have been completed. For air quality non-attainment and maintenance areas, no final MPO TIP can be included in the STIP without an air quality finding letter from FHWA. For more information, please refer to the September 2022 Indiana Air Quality Conformity Interagency Consultation Group Guidance. THAMPO should have already begun its informal air quality ICG consultation for the draft TIP.</p>	<p>Appendix F: list the current Air Quality Conformity listing steps taking to complete the air quality conformity for THAMPO. This appendix also includes the Transportation Conformity Determination report for the 1997 Ozone NAAQS.</p>
<p>Financial Plan and Fiscal Constraint starting on page 16: It is difficult to determine fiscal constraint. What THAMPO has listed is not consistent with the INDOT Financial Section's guidance: "Regarding the funding amounts for the FY2026-FY2030 MPO TIPs: With the Federal transportation bill expiring at the end of FY 2026, use the 2026 numbers to program for each year out to 2030". Remember, THAMPO is only responsible for fiscally constraining the projects that are awarded and funded from the estimated apportionment of Federal funding that the MPO directs.</p>	<p>The Planning Staff has included updated the Transportation Improvement Program Funding starting on page 18. In this section there are tables showing the Fiscal Constraint of the locally federal funded projects, THTU (Transit) Fiscal Constraint on federally funded operations and maintenance, and LPA's Local Street and Roads Fiscal Constraint Section starting on page 18.</p>

Per INDOT guidance, the fiscal projections for FY27-30 should be flatlined. (see attached FY26 Revised MPO Funding Projections). The way the THAMPO can demonstrate fiscal constraint is to sum all Federal programmed costs per year for the projects in which THAMPO awards funds to and the place that total in the “programmed in TIP” row. To be fiscally constrained, the dollar amounts listed in “Programmed in TIP” row must be equal to or less that the “TOTAL” row.	The THAMPO Projected Growth has been flatlined.
Moreover, if THAMPO trades funds with other MPOs, the trades must be documented in the table. For instance, if THAMPO loaned \$1 million from its FY 27 STBG funding to another MPO to be repaid in FY 29, the STBG projection for FY 27 must be reduced by the \$1M and increased by \$1M in FY 29. Trades, if any, must then be further explained under the notes at the bottom of the table.	The Funds traded with MACOG in 2024 are shown coming back to the MPO in 2029. These funds coming back to the MPO are document in Table: 16 Local Program Federal Fiscal Constraint page 22.
§ 450.316(a) Public Involvement: This section is missing. Since this is a draft TIP, the TIP should outline the specific actions that it will undertake for public involvement and those actions must be consistent with the THAMPO Public Involvement Plan. Later, after the public involvement process is complete, THAMPO can update the final TIP documenting the actual steps that the MPO undertook for its public involvement, including a listing of all comments received and the MPO’s responses that were provided for the commentors	Appendix G: lists the Plan Development & Public Involvement undertaken in the development of 2026 – 2030 TIP. In this Appendix THAMPO lists all public involvement steps and comments received, Public notices published in the newspaper.
§ 450.336 Self-certifications and Federal certifications: Not listed in the draft. This must be completed and included in the Final TIP.	Appendix G: lists Self-Certification.
Remove any/all references to BIL and replace them with IJJA. – for example, pg. 1 (first bullet point) and pg. 48 (introduction paragraph).	Corrected, A through search of the 2026 -2030 TIP was done to remove all the BIL Language
The majority of the INDOT projects currently lack specified lengths or mileage, with a placeholder of \$0 listed instead or nothing at all. Please provide the appropriate length for all INDOT projects.	Corrected, all milage was updated in the project list tables. Note there are a lot of projects that don’t have milage.
For projects that need a Des#, please add a temporary project ID #.	Corrected THAMPO has received DES number for the Margaret Ave Road Reconstruction Project

On pg. 55, the document references the 2050 MTP and the 2045 MTP. Please be consistent on which MTP the FY2026-2030 TIP will be consistent with.	Corrected, all the 2045 MTP references were updated to 2050 MTP
There are projects under “F2030” that do not have dollar amounts listed. Please include a dollar amount for each project, even if it is \$0.	Corrected, all empty cells in the project listing table were updated to \$0.00 if it was empty
The project table currently omits Air Quality (AQ) conformity information. Please include both the AQ and ICG details in the table.	Corrected, a new column was added labeled AQ Exempt
On pg. 19, It notes that “These programmed expenditures tables demonstrate a constrained list of proposed expenditures for the first three (3) years of the FY 2026-2030 period. FY 2029-2030 shall remain “illustrative” and therefore not subject to federal fiscal constraint requirements.” That is incorrect. According to 23 CFR 450.326(a) “The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and <u>shall cover a period of no less than 4 years</u> ”. Also, the CFR code underneath those tables (pg. 19-20) is incorrect. It currently says, “23 CFR 45.326(g)(2)).” It looks like the 0 is missing after the 5.	Corrected, now only the year 2030 is labeled as Illustrative, and the CFR reference was corrected
Are there any major projects from the previous TIP that were implemented or any significant delays in the planned implementation of major projects? If so, please identify them.	The planning staff included that statement on page 23 – 24. That listed completed projects from the previous TIP.
There seem to be no transit projects in this TIP document. Is that a mistake?	Corrected, all transit projects have been listed in local project section. THAMPO is still waiting for a Transit Project DES.
Confirm that all regionally significant projects have been included in TIP.	Corrected, the planning staff included a comment on page 28 that states all regionally significant projects have been included in the TIP
Does the MPO intend to include project groupings or grouped projects? If so, how will those be identified in the TIP?	There will not be any project groupings in the THAMPO 2026 - 2030 TIP
On the Acknowledgments page under Terre Haute Area MPO Transportation Policy Committee, please add Daniel Forbush as the representative for the Federal Transit Administration.	I’ve added, removed, added, and now removed Daniel Forbush, as of April 28 th 2025.
Recommend reviewing the content to ensure	Corrections, I’ve removed all the rescinded

that it does not conflict with rescinded executive orders.	executive order language.
Need to remove all references in the plan text and the appendices to the "Bipartisan Infrastructure Law" and only include references to the "Infrastructure Investment and Jobs Act".	Corrections, All text removed
Will note that the project list tables do not include any projects from transit providers. This comment is unresolved from the first review in February 2025.	Corrections, Planning Staff listed the transit projects in the local project listings. Still waiting for the transit project listing number from INDOT.

Appendix I: FY 2026-2030 TIP Approval Letter

To be completed in calendar year 2025 upon receipt of an Approval Letter from the Indiana Department of Transportation (INDOT).

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Appendix J: FY 2026-2030 TIP Approved Resolution

TERRE HAUTE AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE

Resolution Number 05-25-TIP

A resolution approving the Terre Haute Area Metropolitan Planning Organization *State Fiscal Years 2026- 2030 TRANSPORTATION IMPROVEMENT PROGRAM*, herein after referred to as the TIP.

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

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

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

WHEREAS, The MPO initiated consultation with the Interagency Consultation Group (IGC) on March 4, 2025 and with the MPO finding that the projects listed in the TIP are exempt, per 40 CFR 93.125 or 127, or they did not take exception to the MPO finding that: 1) each non-exempt project in the TIP is consistent with the design concept and scope of the project that was modeled in the most recent conformity demonstration; 2) the open to traffic date of each project in the TIP is consistent with the open to traffic dates in the most recent conformity demonstration; and 3) that the previous emissions analysis meets the requirements of 40 CFR 118 & 119 and demonstrates the conformity of this TIP; and

WHEREAS, The SFY 2026-2030 TIP will not become official until such time as a formal Air Quality Conformity Finding has been issued by the FHWA and FTA, and

WHEREAS, printed copies of the Draft TIP were available for public review and comment from April 15, 2025 to May 15, 2025 at the THAMPO's office located at 900 Wabash Avenue, STE 202, Terre Haute, IN and in electronically accessible format on the World Wide Web; with no adverse public comments received; and

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

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

The above and foregoing resolution was hereby adopted this 20th day of May 2025 during a regular meeting of the THAMPO Transportation Policy Committee held in Terre Haute, IN.

Attest:



Brandon Sakbun
Mayor, City of Terre Haute
Transportation Policy Committee Chair



Jeremy Weir
Director of Transportation Planning
Transportation Policy Committee Recorder