

INDIANA DEPARTMENT OF TRANSPORTATION

Statewide Transportation Improvement Program (STIP) 2022-2026



December 2021



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INTRODUCTION

The Indiana Department of Transportation (INDOT) Statewide Transportation Improvement Program (STIP) is a key document in the Federal transportation planning and programming process. States are required to develop STIPs to cover a period of no less than four years of federally-funded surface transportation projects in consultation with Metropolitan Planning Organizations (MPOs), Tribal governments, and local governments in nonmetropolitan areas, and with the participation of the public and interested parties; however, if the STIP covers more than four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will consider the projects in the additional years as informational, as FHWA/FTA only recognizes the Fiscal Years (FY) 2022-2025 as being part of the official, Federally approved STIP. Any projects and/or phases of projects added in years outside of FY 2022-2025 are considered illustrative and are not part of the official, Federally approved STIP. .and thus are ineligible for federal funding at this time. Projects contained in the STIP must be consistent with the statewide transportation plan, identical to project phases in approved metropolitan transportation improvement programs and consistent with approved metropolitan transportation plans and must be in conformance with applicable State air quality implementation plans. STIPs must demonstrate fiscal-constraint and may include a financial plan, including project phases which the State reasonably expects can be fully funded within the specified time period, and illustrative projects that would be included if additional resources become available. States are required to update the STIP at least once every four years and the STIP and any amendments must be approved by FHWA and FTA.

The official STIP is the first four fiscal years (FY 2022 through FY 2025 years), though this STIP document does include a 5th year. The 5th year (FY 2026) is considered illustrative; it is not yet a part of the official STIP and is intended to provide the public with information about pipeline projects that are generally planned for FY 2026. Indiana's STIP is a four-year, fiscally constrained planning document (see Appendix A) that lists all projects expected to be Federally funded in years 2022, 2023, 2024, and 2025, as well as State funded projects that have been deemed regionally significant (see Appendix C and Appendix D). The five-year STIP was developed to go along with INDOT five-year construction plan. Regionally significant projects add capacity to roadways, are on a facility which serves regional transportation needs, and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. The STIP includes investments in various modes, such as transit, highways, pedestrian and bicycle facilities, and is the means of implementing the goals and objectives identified in State and Metropolitan Long-Range Transportation Plans. Only those projects for which construction and operating funds can reasonably be expected to be available are included; however, the INDOT STIP updated on a two-year cycle to coincide with the Indiana General Assembly's two-year State budget cycle.

Developing and maintaining a STIP serves as a means for effective transportation planning across several key areas, including the following identified by FHWA:

- **Increasing public transparency** of the use of Federal funds for transportation projects by compiling all Federally-supported projects in one document
- **Ensuring appropriate consultation** among transportation planning partners in each State so that Tribal, local, and regional priorities are considered
- **Reflecting the multimodal nature of the Federal surface transportation program** and a focus on multimodal system efficiency by including projects across all modes of surface transportation.
- **Supporting sound financial planning** by requiring that the projected costs of included projects are consistent with funds reasonably expected to be available to implement the projects.
- **Improving the efficiency of oversight** of the use of Federal funds for transportation by requiring that all Federally-supported projects be listed in the approved STIP

The STIP is a collaborative effort of several statewide planning partners. So, who are they?

Metropolitan Planning Organizations (MPO) serve transportation planning needs in large urban areas, technically, metropolitan planning areas which the U.S. Census Bureau has identified as having over 50,000 in population and defines as an Urbanized Areas plus the surrounding area expected to become urban in the next 20 years. Indiana has 14 MPOs. Each MPO creates its own Transportation Improvement Plan (TIP) which is a four-year planning program, similar to the STIP, but only contains projects in the MPO’s Metropolitan Planning Area (MPA). See Table 1: MPO & RPO Chart – Urban Areas on the next page.

For an interactive map and MPO contact information for the Indiana MPOs, visit the MPO Council website: <http://www.indianampo.com/>.

Regional Planning Organizations (RPO) are responsible for economic development planning and conducting limited transportation planning as part of INDOT’s Small Urban and Rural Transportation Planning Assistance Program. They also serve as MPOs in some areas. Indiana has 12 RPOs. For an interactive map and contact information for RPO visit their website: <http://www.iarc.cc/>. See Appendix J for RPO map.

Table 1: MPO & RPO Chart – Urban Areas

Acronym	Urban Area	MPO	RPO	MPO	RPO
BMCMPO	Bloomington	•		Parts of Monroe County	
CAMPO	Columbus	•		Bartholomew, part of Shelby	
DMMPC	Muncie	•		Delaware	
EIRPC			•		Fayette, Henry, Randolph, Rush, Union, Wayne;
EDCSI			•		Gibson, Posey, Vanderburgh, Warrick,
EMPO	Evansville	•		Vanderburgh County (IN), Warrick County (IN) and Henderson (KY)	Gibson County (IN), Posey County (IN),
Indiana 15			•		Pike, Dubois, Orange, Spencer, Perry, Crawford;

IMPO	Indianapolis	•		All of Marion County, part of Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby and Hancock Counties	
KIRPC			•		Newton, Jasper, Starke, Pulaski, White, Benton, Carroll
KIPDA	Louisville	•		Clark and Floyd Counties (IN), part of Harrison (IN), Bullitt (KY), Oldham(KY), Jefferson(KY);	
KHCGCC	Kokomo	•		Howard County	
MCCOG	Anderson	•	•	Madison, County and a small section of Delaware and Hancock Counties	
MACOG	South Bend-Elkhart	•	•	St. Joseph and Elkhart Counties	Marshall and Kosciusko Counties
NIRCC	Fort Wayne	•	•	Allen County and a small section of Whitley County	Adams, DeKalb and Wells Counties
NIRPC	Northwest Indiana	•	•	Lake, Porter, LaPorte	
OKI	Cincinnati	•		Dearborn County (IN), Boone (KY), Kenton(KY), Campbell(KY), Butler(OH), Warren(OH), Hamilton(OH), Clermont(OH);	
Region 3A			•		LaGrange, Steuben, Noble, Whitley, Huntington;
River Hills			•		Washington, Scott, Clark, Floyd, Harrison;
SIRPC			•		Decatur, Franklin, Jennings, Ripley, Dearborn, Jefferson, Ohio, Switzerland;
SIDC			•		Greene, Knox, Daviess, Martin, Lawrence;
TAPCTC	Lafayette	•		Tippecanoe. Carroll	
THAMPO	Terre Haute	•		Vigo County and Northern third of Clay County	WCIEDD is the RPO that covers Vermillion, Sullivan, southern Clay, Parke, Putnam;

Local Government Groupings

For purposes of this program, local units of government are grouped into one of four categories based on the latest United States Census. It is important to understand what these are. See Table 2 on the next page.

- Group I (urbanized) Cities: Population at, or greater than, 200,000.
- Group II (urbanized) Cities: Population at, or greater than, 50,000 but less than 200,000.
- Group III (urbanized) Cities and Towns: Population over 5,000 and fewer than 50,000.
- Group IV (rural) Towns: Population under 5,000.
- Group IV (rural) County: Any county regardless of population.

Group I and II areas receive an annual budget of Surface Transportation Block Grant Program (STBG) funds through their MPOs. These MPOs are units of general-purposes local government. Projects are selected for federal aid by the MPOs via an established process of their own. INDOT does not select, or approve, these projects.

Group III and IV also has an annual budget, but it is not allocated to any particular unit of local government. Counties, cities, and towns in these groups apply to INDOT for funding on a project-by-project basis if, and only if, applications are being accepted. For these areas, INDOT has an established application and review process. INDOT reviews and approves these projects for federal aid.

Table 2 - Local Government Groupings.

	Program Locations		Source of Federal Funding		Primary Project Selection Decision Maker		Remarks
	Inside MPO Urbanized Area (UA)	Outside MPO Urbanized Area ¹	MPO	INDOT	MPO	INDOT	
Federal Highway Funds Program							
STBG Group I	●		●		●		Program applies to all UA with population at, or greater than 200,000
STBG Group II	●		●				Program applies to all UAs with population at, or greater than 50,000 but less than 200,000.
STBG Rural		●	●	●	●	●	Program applies to cities & towns with populations over 5,000 but less than 50,000.
STBG Group IV		●	●	●	●	●	Program applies to all counties as well as cities & towns with populations less than 5,000.
Transportation Alternatives	●		●		●		Projects selection requires validation by the FHWA.
		●		●		●	
Highway Safety Improvement Program (HSIP)	●		●		●		Project selection requires validation by the State Highway Committee.
		●		●		●	
Congestion Mitigation and Air Quality (CMAQ)	●		●		●		Project selection requires validation by FHWA,
		●		●		●	

¹ An MPO may choose to fund a project under this program that is outside their UA, but within their Metropolitan Planning Area (MPA). If the MPO makes this decision it will also make the project selection decision.

The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. See Appendix J for MPO map.

INDOT is responsible for statewide planning, while MPOs are responsible for transportation planning in an urban area over 50,000 in population. Each MPO develops its own TIP that governs the projects list within its Metropolitan Planning Area (MPA). MPO TIPs may be incorporated by reference or directly into the STIP, but in Indiana MPO TIPs are incorporate into the STIP by reference. Appendix I contains a listing of the approved MPO TIP letters. has the MPO Approval Letters. MPO TIPs may be incorporated into the STIP by reference or directly. INDOT has elected to incorporate the MPO TIPs into its STIP by reference.

The STIP includes projects from all 14 individual TIPs, which feed directly into the document, in addition to all projects outside of those designated urbanized areas. For those projects that are located within an MPO's MPA, the project is not eligible for Federal funding until the project is included in an approved MPO TIP and then the INDOT STIP by reference. Without inclusion in an approved TIP and STIP, a project is not eligible for federal funding. There is a limited supply of funds that INDOT receives from the Federal Government to program in the STIP; therefore, programming those funds requires maintaining a balance between needs and priorities, project eligibility determinations, project readiness and timing, and funding availability. In order for Indiana to receive Federal funding, the STIP must demonstrate conformity to Federal guidelines and regulations set out in the current transportation bill and be approved by FHWA and FTA. Federal regulations related to the STIP apply equally to all of the 50 states and do not take into account individual state's size, legislative processes or budget cycles.

For a brief history on the metropolitan planning process that is adhered to by states and local governments and leads to the creation of planning documents such as the STIP, we must look back to the foundation of urban transportation planning in the early 1960's. With the Federal Aid Highway Act of 1962, it was federally mandated, as a condition for receiving Federal financial aid, that planning for transportation projects in urbanized areas of 50,000 or more – as defined by the U.S. Census Bureau – be based on a “continuing, comprehensive and cooperative planning process.” This is now commonly referred to as the “3C Process”, and is still the foundation of transportation planning, leading to a cohesive planning effort on behalf of state and local governments, and resulting in the creation of MPOs and RPOs.

Learn more history about MPOs, RPO's and the early evolution of urban transportation planning from [AMPO](#).

Moving forward to today, the 3C process as a framework for making transportation investment decisions in metropolitan areas is continued through the transportation legislation Fixing America's Surface Transportation Act (FAST Act).

Access the USDOT Fact Sheet on Metropolitan Planning under FAST Act [here](#)

The INDOT, Office of Technical Planning and Office of Local Planning Agency (LPA) and Grant Administration, develops the STIP in **cooperation** with the MPOs and in **consultation** with the RPO and Non-Metropolitan local officials. INDOT reviews and the Governor approves the MPO's TIPs for incorporation into the STIP via reference. This **comprehensive** process follows the 3C components of transportation planning. The STIP is developed in accordance with the terms and provisions of the Federal Highway funding bill Fixing America Surface Transportation (FAST) Act. According to these regulations as published in 23 CFR § 450.326, a STIP:

- must be developed once every four years.
- must cover a minimum of four years.
- must list projects in order by year.
- must be financially constrained by year.
 - must include a financial plan that demonstrates listed projects can be implemented using current and anticipated revenue sources.
- must include all regionally significant projects that could affect air quality.
- must come from conforming State and Metropolitan Long Range Transportation Plans
 - must be found to meet air quality conformity requirements found within the State Implementation Plan (SIP); and
 - individual project entries must contain the following information:
 - project description, including sufficient detail to identify the project phase and, in nonattainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.
 - specific project budget, including, total cost, Federal share and source by year, other funding shares and sources by year and
 - identification of agencies responsible for carrying out the project of phase.

This STIP is intended to satisfy the requirements of 23 U.S.C. Sections 134 and 135 and their implementing regulations 23 CFR 450 and 49 CFR 613. This STIP has been prepared in accordance with joint FHWA/FTA regulations (23 CFR Part 450 and 49 CFR Part 613) accounting for related statutory changes in Public Law 112-141 Moving Ahead for Progress in the 21st Century Act, along with Public Law 114-357 Fixing America's Surface Transportation Act (FAST Act) enacted on December 4, 2015. This overall multi-modal STIP reflects INDOT's currently approved state and local programs within the limits of apportioned federal aid. All projects in the 2022-2025 timeframe are affordable and selected for implementation. Any subsequent changes in the project listing involving the addition or deletion of projects or significant changes in project schedule or estimated cost will be processed in accordance with the STIP amendment process outlined herein prior to requesting obligation of funds.

PUBLIC INVOLVEMENT PROCESS

Including the public in the transportation planning process is not only a requirement for a sound, transparent planning process, it is also a Federal requirement for projects funded with FHWA and FTA dollars. Public involvement and citizen engagement in the planning process for the STIP occurs at various levels, as each MPO/RPO solicits public involvement on their respective projects per each MPO Public Participation Plan.

This INDOT FY 2022 – 2026 STIP public involvement process is a two-fold process with two rounds of public meetings, the first round took place in April 2021 and the second round will be taking place in December, 2021. After the April public meetings were completed, INDOT discovered that the draft STIP document contained many project listing discrepancies between the draft STIP and the MPO TIPs. As a result, INDOT made a decision to pause, delayed the final process of submitting the draft STIP to the FHWA and FTA until all discrepancies could be identified and corrected in the draft STIP. Since the corrections resulted in changes to the draft STIP, it was also decided to conduct a second round of public involvement in order to explain any changes to the public and to provide the public with additional opportunities to provide input. This section of the STIP is divided into the two phases of public involvement. The first, spring 2021 phase and the second and final December 2021 phase.

For the first STIP public involvement occurred April 2021. INDOT had a publicly advertised open public comment period for the STIP and it held virtual town hall State Transportation Improvement Program meetings. Table 3 list dates of the public meetings.

Table 3: INDOT Public Meeting Schedule for the First Round, Spring, 2021 Meetings

INDOT Phase 1 Virtual Town Hall Meetings Statewide Transportation Improvement Program	
April 21 st – 6 pm	April 28 th – 6 pm
April 29 th – 1 pm	May 4 - 1 pm

The public comments matter to INDOT when it comes to improving Indiana's roads, bridges, pedestrian trails and more. The citizens across the state can discuss transportation issues, programmed projects and to provide time for public involvement in the development of their transportation programs 24/7 by calling 1-855-INDOT4U (1-855-463-6848) or visit the website <http://www.indot4u.com>.

After introductions to the plan and the INDOT staff present, meeting attendees were able to ask questions via phone or type comments of different planning groups that contributed to the STIP; from freight, bike/pedestrian planning, transit and other specific to INDOT.

The public meetings were announced in various ways. A press release containing date, time, and location of the meetings, as well as an INDOT contact, was distributed to statewide broadcast media via email. A sample of the notification correspondence to several local officials and transportation stakeholders using the LTAP directory are located in Appendix F. Releases were also sent to local elected officials, cities and towns, and recipients of the Office of Public Involvement listserv. The meeting notices were also posted on INDOT's website and shared on social media outlets including, Facebook, Twitter, and YouTube.

To facilitate TIP/STIP coordination, the draft STIP list of active projects was generated from Scheduling Project Management System (SPMS).

Continuously throughout the STIP development period, the INDOT district staff works with local officials and MPOs to learn the needs of local communities and regions, and to answer questions regarding INDOT projects. The district then communicates this valuable information to the central office staff. The coordination process is done primarily via conference calls and emails.

In addition to public meetings, INDOT also publishes a draft version of the new STIP on the [web](#) and accepts comments via mail and email. The Draft 2022-2026 STIP was posted for public comment for more than 30 days, from April 9, 2021 through May 25, 2021 at 11:59 pm. A public comment form was available for submitting questions and comments directly to INDOT via the phone, website, mail, and paper version of this comment form was also available at all the public meetings.

The first phase of STIP public involvement that was in April public comments received by INDOT and the INDOT responses can be found in Appendix G of this document.

For the Second STIP, December 2021 public involvement phase INDOT published the revised draft STIP on its website and publicly advertised an open public comment period for the STIP. In addition, INDOT has scheduled four "Virtual" meetings that will be hosted from December 14 – 16, 2021.

Figure 2: INDOT District Map



Virtual town hall State Transportation Improvement Program meetings are scheduled. The dates of the meetings are as follows in Table 4.

Table 4: INDOT Public Meeting Schedule for the Second Round, Meetings

INDOT Phase 2 Virtual Town Hall Meetings Statewide Transportation Improvement Program	
December 14, 6 p.m. EST	December 16, 1 p.m. EST
December 15, 6 p.m. EST	December 16, 6 p.m. EST

The following flyer was delivered to INDOT’s MPO and RPO planning partners. The planning partners were also asked to distribute the flyer through their public involvement process.

Comments received through the second phase STIP public Involvement process are listed in Appendix F, along with INDOT’s responses to the comments that are listed in Appendix G.

INDOT has made efforts to evaluate and improve the planning and program process to ensure compliance with environmental justice regulations. A Public Involvement Procedures Manual contains special outreach methods to increase minority and low-income population group participation. Some of the efforts that INDOT has undertaken for this STIP are listed in the following bullet points.

- INDOT has secured the services of a specialized consulting team that will provide a level of analysis and to build a Equity Atlas web map which will be used to target the underserved communities and vulnerable populations within Indiana. This tool will be employed to assess the level of outreach reaching underserved communities for these STIP meetings. The mapping tool will also be used by INDOT to help ensure that it’s public involvement messaging reaches the next level of engagement to provide maximum opportunity for Indiana’s underserved and low-income populations to access and comment on INDOT planning documents such as the STIP.
- To date, district level socio-economic profiles for each district with an infographic on information has been developed and is displayed in Appendix K.
- INDOT will be forward notification flyers to all local libraries through our State Library that will provide information on the STIP, comment period, INDOT’s STIP website where the public can download, and view recording of the 4-virtual meetings, meeting and be able to submit comments.
- INDOT has also forwarded STIP meeting notification flyers to its MPO, RPO, and LTAP partners, asking them to post on their own website and to share through their own, internal IJ notification process.
- In addition, INDOT Planning will work through the Title VI and ADA Team, leveraging their contact list to send out the STIP notifications.

PERFORMANCE-BASED PLANNING, ASSET MANAGEMENT AND PERFORMANCE TARGETS

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and FAST Acts require the incorporation of Performance-Based Planning and Programming (PBPP) in the development of the State's Long-Range Transportation Plan and the STIP. Incorporating INDOT's PBPP into the STIP will contribute to the achievement of National Performance goals (23 USC 150). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined that the STIP shall include, to the maximum extent practicable, a description of the anticipated effect of the STIP toward achieving the performance measure targets identified in the statewide transportation or State Performance-based plan(s), linking investment priorities to those performance targets (23 CFR 450.218(q)).

23 USC 150: National performance measure goals are:

- **Safety** -To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** -To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Sustainability** -To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices <https://www.fhwa.dot.gov/tpm/about/goals.cfm>.

The Indiana Department of Transportation's Long Range Transportation Plan (LRTP) and FY 2022-2026 STIP identifies the agency's policy and defines the agency's overall goals and objectives, primary of which are:

- Preservation of the existing State transportation network using asset management principles. This involves keeping the existing state transportation network in a good state of repair and functioning in an efficient manner.
- Completing projects that have begun on time and under budget - simply, finish what we started.
- Plan and build for the future. INDOT will continue to employ and improve the data driven Asset Management process to deliver the Next Level Road and Bridge Plan to improve pavement and bridge quality, safety, and mobility.

The 2045 INDOT Long Range Transportation Plan (LRTP) provides the framework that guides the development of several planning documents and initiatives to help make decisions about transportation funding and asset management:

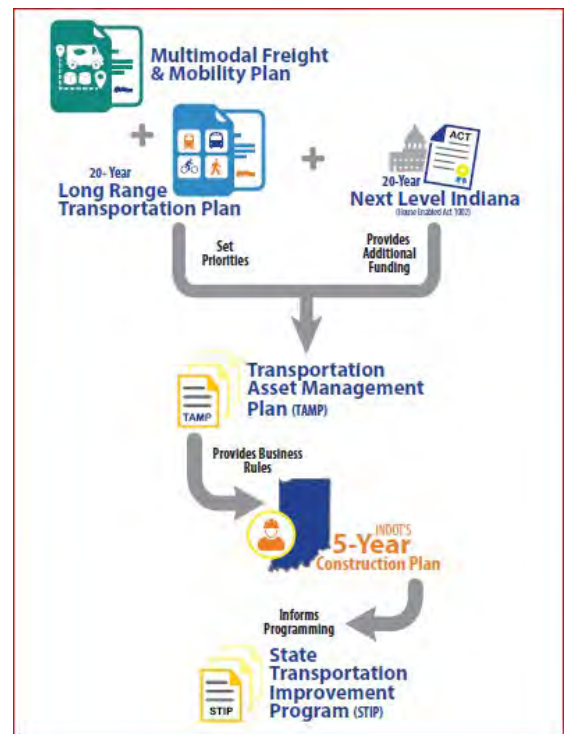
- The most recent 2016 Strategic Highway Safety Plan (SHSP)
- The most recent 2018 INDOT Freight Plan
- The INDOT Transportation Asset Management Plan (TAMP)
- The FY 2022-2026 Statewide Transportation Improvement Program (STIP)

Figure 1: TAMP relate to INDOT's other planning documents

The relationship of the TAMP to INDOT's other planning documents. INDOT uses several planning documents and initiatives to help make decisions about transportation funding and assessment management. The TAMP aligns with the Next Level Indiana legislation and governs the decision that results in development of the INDOT 5-year construction plan, and the STIP. See figure 1.

These planning documents and initiatives are linked as following:

- Indiana General Assembly passed House Act 1002, also known as Next Level Indiana. The legislation funds preservation and construction projects for Indiana 's transportation systems over the next 20 years.
- The legislation provides a basis for the financial plans outlined in the TAMP.
- The 20-year LRTP and Multimodal Freight and Mobility Plan sets out INDOT's long-term objectives. INDOT's long-term objectives provide guidance for the overall development of the TAMP.
- The TAMP describes the responsibilities of the Asset Management teams that develop the bridge and pavement business rules.
- The business rules define the decision-making process used to develop the INDOT 5-year construction plan.
- The 5-year construction plan provides the foundation for projects included STIP.



The LRTP establishes performance measures that in turn support INDOT's goals and objectives. Performance measures provide INDOT with the strategic framework to evaluate how successfully transportation goals and objectives are met. Using a performance-based approach to investment decisions provides INDOT a transportation system more in-line with identified goals of safe and reliable travel, a well-maintained system, and efficient movement of people and goods across the state.

INDOT performance measures are strategically developed to align with Federal performance measures to support national transportation performance goals. Federal performance measures became codified with the passage of the FAST Act. Since that time, the US Department of Transportation has gone through a lengthy rule-making process. The safety rule measures became effective in 2016. The pavement and bridge condition and National Highway System (NHS), freight, and Congestion Mitigation and Air Quality (CMAQ) performance rules became effective in 2017.

The National Highway System consists of roadways important to the nation's economy, defense, and mobility. The National Highway System (NHS) includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

- **Interstate:** The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- **Other Principal Arterials:** These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- **Strategic Highway Network (STRAHNET):** This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
- **Major Strategic Highway Network Connectors:** These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.
- **Intermodal Connectors:** These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System. A [listing of all official NHS Intermodal Connectors](#) is available.

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).

The TAMP provides detailed information on initiatives, associated methods for prioritizing projects, agency goals, objectives, and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a SHSP that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and Long-Range Transportation Plan are also used to inform the TAMP.

The TAMP is a management tool that brings together all related business processes, as well as internal and external stakeholders, to achieve a common understanding and commitment to improve the state's bridges and roads over the next 10 years. The TAMP describes INDOT's current asset management practices and identifies planned enhancements. The TAMP also describes existing conditions of the transportation network and provides a 10-year plan for managing the state highway system, including goals, performance targets, funding levels, and investment strategies.

INDOT's asset management program provides a framework for making decisions that will optimize, sustain, and modernize infrastructure performance. INDOT collects and synthesizes information about its facilities to help it make rational and well-informed investment decisions. In addition, INDOT has recently linked its asset management system with its capital programming process, resulting in a new Asset Management/Capital Program Management process that includes identification, ranking, selection, and project portfolio development.

INDOT has two groups involved in developing and updating the TAMP - the Program Management Group (PMG); and the Asset Management Teams.

The PMG is supported by the Executive Funds Team and the Commissioner of INDOT. The PMG consists of senior managers and technical leaders who oversee the Asset Management Teams. The PMG meets regularly to review proposed changes and quarterly to discuss issues in asset management. The PMG provides overall guidance on development of all program prioritized project lists and evaluates the performance of assets in relation to available funding.

In coordination with PMG, Asset Management Teams consider issues related to traffic mobility, roadway/pavement, bridge, and traffic safety. Each team consists of a committee chair, vice chair, and systems assessment or district representatives from each district. The teams meet every month to:

- Evaluate the merit of proposed projects
- Perform quality assurance on proposed projects
- Ensure that all proposed projects report accurate data
- Develop scoring systems to prioritize projects
- Establish statewide project rankings

Specific activities of each team are as follows:

- **Traffic Mobility Team:** makes recommendations on project priorities; reports on asset financials; serves as a change management reviewer to ensure that projects in development meet their purpose and need; and provides overall program fiscal management.
- **Roadway/Pavement Team:** assesses, scores, and prioritizes the merit of pavement-related candidate projects functioning to preserve or modernize road geometrics and pavement.

- **Bridge Team:** makes judgment on bridge priorities to maintain and enhance/modernize existing bridges and small structures.

- **Traffic Safety Team:** assesses, prioritizes, and makes recommendations for funding of infrastructure and non-infrastructure projects to improve safety performance on INDOT roads.

INDOT, in cooperation with the MPOs, has established specific performance targets for the Indiana transportation system. Safety Targets are established on a year-to-year basis. The performance targets are established on a four-year cycle. However, based on its performance reporting at the two-year mark, INDOT is permitted to make adjustments to its performance targets on a one-time basis which it has done in some cases. The following tables list the specific INDOT performance targets as established per year. The fatality rate and the serious injury rate are the rates per 100 million vehicles miles of traveled.

Table 5: Safety Performance Measure

SAFETY PERFORMANCE MEASURE	2022 TARGET	2023 TARGET	2024 TARGET	2025 TARGET
Number of Fatalities	815	890	908	818
Number of Serious Injuries	3,480	3502	3468	3312
Fatality rate	1.036	1.087	1.097	1.006
Serious Injury Rate	4.347	4.234	4.178	4.088
Total Number of Non-motorized Fatalities and Serious Injuries	417	394	406	394

Table 6: INDOT Performance Measure Targets

INDOT PERFORMANCE MEASURE TARGETS						
Pavement and Bridge Performance		Baseline	2-Year Condition/ Performance	2-Year	4-Year	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition			56.5%		84.2%	50%
Percentage of Pavements of the Interstate System in Poor Condition			0.5%		0.8%	
Percentage of Pavements on Non-Interstate NHS in Good Condition		63.3%	64.9%	78.7%	78.7%	40%
Percentage of Pavements on Non-Interstate NHS in Poor Condition (Full Distress + IRI)		5.3%	44.8%	3.1%	3.1%	
Percentage of NHS Bridges Classified as in Good Condition		50.0%	48.0%	48.3%	48.3%	47.20%
Percentage of NHS Bridges Classified as in Poor Condition		2.3%	2.6%	2.6%	2.6%	3.10%
PM 3 Performance	Measure Units	Baseline		2-Year	4-Year	4-Year Adjustment
#1: Level of Travel Time Reliability (LOTTR) for Interstates Statewide	% OF PERSON Miles Reliable	93.8%	93.7%	90.5%	92.8%	
#2: LOTTR for Non-Interstate NHS Statewide	% OF PERSON Miles Reliable	91.9%	97.0%		89.8%	
#3: Truck Travel Time Reliability (TTTR) for Interstates Statewide	TTTR Index	1.23	1.25	1.27	1.24	1.3
#4 Peak Hour Excessive Delay (PHED) for NHS - Indianapolis Urbanized Area	Annual hours of PHED per capita	10.13			5.73	
#4: Peak Hour Excessive Delay (PHED) for NHS - Entire Illinois Indiana-Chicago Urbanized Area	Annual hours of PHED per capita	14.8			15.5	

#5: Non-Single Occupancy Vehicle (SOV) - Travel Indianapolis Urbanized Area	% of non-SOV Travel	16.3%		16.3%	16.3%	
#5: Non-Single Occupancy Vehicle (SOV) - Entire Illinois-Indiana-Chicago Urbanized Area	% of non-SOV Travel	30.6%		31.6%	32.1%	
#6: CMAQ Project Emissions Reduction - Statewide for VOC	Emissions Reduction (kg)	2,641.02		1,600.0	2,600.0	
#6: CMAQ Project Emissions Reduction - Statewide CO	Emissions Reduction (kg)	13,939.45	2,245.090	200.0	400.0	
#6: CMAQ Project Emissions Reduction - Statewide for NO _x	Emissions Reduction (kg)	4,576.37	2,737.320	1,600.0	2,200.0	
#6: CMAQ Project Emissions Reduction - Statewide for PM10	Emissions Reduction (kg)	4.07	168.042	0.30	0.50	
#6: CMAQ Project Emissions Reduction - Statewide for PM2.5	Emissions Reduction (kg)	179.17		20.0	30.0	

In table 6 is INDOT Performance Measure Targets. See Appendix H to see how the INDOT Performance Measure Targets were developed.

National Transit Database (NTD) Fleet Performance Targets

INDOT is the Group TAM (Transit Asset Management) Plan Sponsor for plan for Tier II providers throughout the State.

Each year, INDOT submits updated performance targets to the NTD. The NTD reported targets are based strictly on the number of vehicles which have or have not met their Useful Life Benchmark (ULB). The ULB for all vehicles covered by INDOT is four years. We have four types of vehicles Auto (AO), Cutaway (CU), Minivan (MV), and Van (VN). The current performance targets for these vehicles are listed below:

Asset (Vehicle) Type:	Exceeds ULB
Auto (AO)	94%
Cutaway (CU)	55%
Minivan (MV)	66%
Van (VN)	93%

INDOT understands the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. The FY 2022 - 2026 STIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, TAMP, the Freight Plan, SHSP and, The INDOT LRTP and MPO Metropolitan Transportation Plans.

To support progress towards achieving INDOT's statewide Performance targets, the FY 2022 - 2026 STIP has programmed nearly \$3.5 Billion in Federal funding over the course of the next four fiscal years to the following performance targets:

A total of \$ \$601,897,684 has been programmed in the FY 2022 -2026 STIP towards achieving the Safety Performance Target.

A total of \$ 576,256,310 has been programmed in the FY 2022 – 2026 STIP towards achieving the NHS Bridge Performance Target.

A total of \$1,270,142,747 has been programmed in the FY 2022 – 2026 STIP towards achieving the NHS Pavement Performance Target.

A total of \$797,618,226 has been programmed in the FY 2022 – 2026 STIP towards achieving the System Performance and Freight Performance Target.

A total of \$102,012,066 has been programmed in the FY 2022 – 2026 STIP towards achieving the CMAQ Traffic Congestion and Emissions Performance Target.

PERFORMANCE TARGET	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	TOTAL ESTIMATED STIP FINANCIAL COMMITMENT FOR PERFORMASSNCE TARGET
SAFETY	\$125,450,870	\$220,953,659	\$191,968,112	\$63,525,043	\$601,897,684
BRIDGE	\$127,152,940	\$213,803,861	\$159,395,323	\$75,904,186	\$576,256,310
PAVEMENT	\$309,758,881	\$136,261,150	\$237,054,435	\$587,068,281	\$1,270,142,747
SYSTEM PERFORMANCE & FREIGHT	\$175,196,537	\$63,228,502	\$278,353,479	\$280,839,708	\$797,618,226
CMAQ TRAFFIC CONGESTION	\$29,021,779	\$16,193,731	\$45,047,725	\$11,748,831	\$102,012,066

In addition, each project listing also contains a field which identifies which performance measure is best impacted (improved) by the project.

PERIODIC EVALUATION OF FACILITIES REPEATEDLY REQUIRING REPAIR AND RECONSTRUCTION DUE TO EMERGENCY EVENTS

Federal Transportation Regulations require state 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.

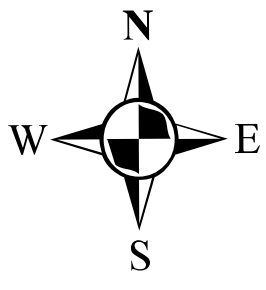
To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where emergency repairs utilizing federal Emergency Relief funds have taken place are illustrated on the following map. To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where permanent emergency repairs utilizing federal Emergency Relief funds have taken place are illustrated on the following map. INDOT has identified only one location where two 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 to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years.

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.

To better inform the STIP, any projects programmed or amended into the STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs. In locations that fall within or that will impact an MPO's Metropolitan Planning Area, INDOT will also consult with our MPO partners regarding those alternatives.

Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- County Boundary



Date: 3/1/2021

Landscaping and Other Scenic Beautification
0657059
Year 1991

4R - Restoration & Rehabilitation
7383001
Year 1991

Bridge New Construction
9999162
Year 2008

Bridge Rehabilitation - No Added Capacity
7228002
Year 1991

Safety
1173290
Year 2013

Safety
1173301
Year 2011

Mitigation of Water Pollution due to Highway Runoff
1173502
Year 2011

Other
1173285
Year 2011

New Construction Roadway
0500143
Year 2011

Facilities for Pedestrians and Bicycles
0901281
Year 2011

Facilities for Pedestrians and Bicycles
0710849
Year 2011

Safety
1173286
Year 2011

Safety
1400876
Year 2014

Safety
1173289
Year 2011

Safety
1401168
Year 2014

Safety
1400877
Year 2014

Safety
1401229
Year 2014

Safety
3262007
Year 1997

Other
1173272
Year 2011

Other
5326002
Year 1996

4R - Maintenance Resurfacing
9931009
Year 1997

Safety
1801590
Year 2018

Safety
1801588
Year

Bridge Replacement (Obsolete)
5102008
Year 1996

Landscaping and Other Scenic Beautification
0658116
Year 1991

4R - Restoration & Rehabilitation
7679002
Year 1991

4R - No Added Capacity
1173542
Year 2011

Other
1173251
Year 2011

Bridge New Construction
9999162
Year 2008

Bridge Rehabilitation - No Added Capacity
7228002
Year 1991

Safety
1173290
Year 2013

Safety
1173301
Year 2011

Mitigation of Water Pollution due to Highway Runoff
1173502
Year 2011

Other
1173285
Year 2011

New Construction Roadway
0500143
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Safety
1401168
Year 2014

Safety
1400877
Year 2014

Safety
1401229
Year 2014

Safety
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Year 1997

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Safety
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Safety
1400876
Year 2014

Safety
1173289
Year 2011

Safety
1401168
Year 2014

Safety
1400877
Year 2014

Safety
1401229
Year 2014

Safety
3262007
Year 1997

Other
1173272
Year 2011

Other
5326002
Year 1996

4R - Maintenance Resurfacing
9931009
Year 1997

Safety
1801590
Year 2018

Safety
1801588
Year

Bridge Replacement (Obsolete)
5102008
Year 1996

4R - Restoration & Rehabilitation
6824001
Year 1991

4R - Restoration & Rehabilitation
1401604
Year 2014

Safety
1173311
Year 2011

4R - No Added Capacity
1173539
Year 2011

4R - No Added Capacity
1173538
Year 2011

Safety
1382004
Year 2011

4R - No Added Capacity
1173540
Year 2011

4R - No Added Capacity
1173541
Year 2011

4R - Added Capacity
1173310
Year 2011

Safety
1173262
Year 2011

Safety
1801586
Year 2018

Other
0248019
Year 1996

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Map created by INDOT GIS Services
Using data from Engineering & Asset Management



ANNUAL PROGRAM DEVELOPMENT PROCESS

The Annual Program Development Process (APDP) is a comprehensive set of procedures for project development on the INDOT transportation system. The APDP process provides the mechanism for new projects to be considered for inclusion in the INDOT 5-Year Construction Plan and the STIP document.

The 5-Year Construction Plan is essentially INDOT's five year, rolling production schedule; the planned pipeline of projects for the next five years from 2022 through 2026. The STIP however is required by regulation to list all federally funded projects that will require a Federal Action during a four-year time frame and all projects that are defined as "Regionally Significant," regardless of funding source; that are programmed for fiscal years 2022 through 2025 (§ 450.218 Development and content of the STIP). The State shall develop a statewide transportation improvement program (STIP) for all areas of the State.

For transparency purposes and to better inform the public about those projects that are currently programmed for that fifth year of the production schedule, INDOT has elected to include a project listing for Fiscal Year 2026 in this document. The 2026 projects are not a part of the official 2022 to 2026 STIP but rather, are listed as "illustrative" projects to better inform the public of the projects that are currently in the INDOT project production pipeline. Any project or project phase listed in the illustrative year(s) may be advanced to years 2022-2025 only by an amendment to the STIP (and TIP if applicable).

The project development process is as follows:

Call for New State Projects and Program Revision

The purpose of the Call for New State Projects and Program Revision, commonly referred to as the "call" is to give the opportunity for submittal of projects, which can originate from cities, towns, Counties, RPOs and MPOs through one of INDOT's six Districts. Those projects are then reviewed/prioritized at the District level and passed on to the State level for final refinement and project selection. The State level groups who evaluate the projects are referred to as **Asset Management Teams**, and each team has a different area of focus. When projects make it through the selection process and receive final approval to advance, they are programmed into the STIP for the year in which the work phase is intended to be done. The call for projects also provides an opportunity for agencies outside of INDOT to comment on the existing program.

The steps in a call for projects are as follows.

District level project planning:

1. **Receive Preliminary Budget Estimates** – The Program Management Group (PMG) will ask the Capital Program Funds Management (CPFM) Team to provide budget estimates of projected federal and state revenue for the next five years. This will be a statewide budget by individual fiscal year.

- 2. Issue Call for New Projects** – The PMG will issue a formal “call for new projects”. For areas outside of INDOT, such as MPOs and RPOs. The use a *Project Proposal Form* to propose new projects and submit them to an INDOT District Office. For Rural Areas (Non MPO or Non RPO), they will be instructed to contact their INDOT district offices and MPO/RPO (if appropriate) to provide their suggestions concerning state highways. The district office will provide Project Proposal Forms if requested.
- 3. Proposals for New Projects** –The INDOT District Offices will lead this process. All recipients of the call for new projects will have the opportunity to comment on INDOT’s existing program of projects and provide suggestions for new projects for submittal to the district office. The proposal must include sufficient descriptive information such as type of work, termini, length, design concept, scope, cost, location, and justification for the project. The coordination process with the MPOs/LPAs consultation is done electronically, via conference calls and emails. At this state of project development, public involvement takes place at the local level via MPO/RPO and local discussions with elected leaders and review and comment processes.
- 4. District Area/LPA/MPO/ Early Consultation Meeting Process** - Although the districts hold any number of meetings throughout the year, there will generally be one primary meeting in each district focusing on consultation with non-metropolitan local officials and RPOs. The District office will work with Central Office to arrange and host the meetings at a time and place agreeable to the majority of participants. The meeting will include the District Office, MPOs, and representatives from other INDOT divisions as warranted. The purpose of the meetings is to reach agreement between all parties, through consultation, coordination, and cooperation, on proposed new projects, changes to existing program of state and local projects and priorities of recommended state projects. The outcome of these meetings is an agreed-upon list of existing and proposed state projects for the district, including MPO planning areas.
- 5. Final Recommendation Submitted** – Based on the results of the consultation meetings, each district will submit its prioritized list of proposed projects to the Asset Management Team. Minutes will also be submitted by each district office and Technical Planning Liaison to the Asset Management Team along with a short report describing how the projects were selected.

Statewide Review and Program Update

- 1. Asset Management Team Reviews** – Asset Management Teams will review project proposals and changes submitted in the call. Asset Management Teams are organized based on the type of project and include both Central Office and District representation. The Asset Management Teams will validate the project’s justification

provided by the Districts and produce a prioritized list of statewide projects. This prioritized list, along with justifications and planning support, will move on to the statewide priority analysis stage.

- 2. Statewide Priority Analysis** – The PMG will prioritize all proposed projects statewide based on the recommendations from the Asset Management Teams. This process will be based on need, project categories and agency priorities rather than past funding patterns. The budget will support current and projected improvement needs, instead of projects being programmed solely to fit a budget based on historical funding patterns.
- 3. Draft Program Update Report** – A draft Program Update Report, internal to INDOT staff as it's not a final list, will summarize new projects proposed and show how the new state projects will appear in INDOT's schedule of programmed projects. The report will illustrate the effects of the new projects on the program and the budget and set accepted levels of over programming. The report will also include a list of projects to be deleted from the schedule or placed on hold, etc.
- 4. Executive Review and Approval of Report** – The PMG will submit the Draft Program Update Report to the Deputy Commissioners of Engineering and Asset Management; Capital Program Management; and Operations Business Units for review and approval by members of the executive office as determined by the Deputy Commissioner of Engineering and Asset Management in consultation with the Commissioner. The Deputy Commissioner will transmit any executive office comments and official notice of approval to the divisions, including any specific direction or amendments required. The PMG will facilitate revisions of the draft Program Update Report in accordance with the executive office action.
- 5. External Consultation** – The PMG will provide the revised draft Program Update Report to the districts and MPOs and request comments. All concerns must be documented in writing.
- 6. Final Program Update Report** – The PMG will address the district and MPO comments and produce a Final Program Update Report. The PMG will determine if comments are sufficiently substantive to require further approval by the Deputy Commission before the report becomes final.
- 7. Program Update and Budget Confirmation** – The CPFM will authorize new projects in SPMS and change the existing program to reflect the Final Program Update Report. At the same time, the PMG will provide the Asset Management Teams with updated budget estimates of projected federal and state funding for the next five years by fiscal year. These budget projects are the projections by which fiscal constraint limits are established for all state projects in the next Indiana STIP.

- 8. Public Involvement** – Formal public involvement occurs on a State level when a STIP is produced, for STIP amendments, during Non-MPO local official's consultation processes and when key planning documents are produced, and public input is solicited. For a detailed flow chart on the project selection, development, and delivery process, please visit INDOT's [website](#).

Local Public Agency (LPA) Program

Local public agencies face a variety of capital program improvement needs. These needs directly affect quality of life for residents and the ability of cities and towns to attract and retain businesses. INDOT works proactively to assist Local Public Agencies (LPA) in addressing capital needs.

In doing so, INDOT shares gas tax revenue from the state Motor Vehicle Highway Fund (MVHF) and Local Road and Street Fund (LRSF) with LPAs. INDOT also makes available 25 percent of the federal funds apportioned to it under Congressional Highway Authorization Bills. The program that administers and oversees the use of these funds is called the INDOT Local Public Agency Program (LPA Program). See Appendix A.

The FHWA signs an agreement with each State DOT to allow states to oversee the responsibilities and execution of their Local Public Agency Program. [INDOT's LPA Program's Guidance Document](#) is the resource manual for INDOT's LPA Program. It is the primary source of program information and guidelines that should be followed during an INDOT LPA project from cradle to grave.

Notice of Funding Availability (NOFA)

When federal funding opportunities are available for Local Public Agencies through INDOT, they are posted on the Notice of Funding Availability (NOFA) webpage. To apply for, participate in, or work on a federal-aid project, an LPA needs to meet certain training requirements.

Project application and selection is carried out according to program qualifications (i.e. Rural Road, Bridge, and Transportation Alternatives) as posted on INDOT's Web site. Each program has specific documentation requirements.

Applications are scored by a team of INDOT experts in their related fields. Each INDOT District assembles a team led by the District personnel familiar with LPA projects. The team then scores and ranks the projects by type in their district. Once all scores are compiled, an executive review team reviews all final scores for accuracy and determine funding type and awards for projects.

MPO Project Selection Process

There are fourteen MPOs in Indiana; three of which are multi-state MPOs. INDOT provides a share of federal transportation funding to MPOs for their own project selection process based on a funding formula resulting from a sharing agreement. While each MPO has its own unique project selection process, there are common practices to all:

- Each MPO has a written project selection procedure.

- After INDOT notifies the MPOs of their annual federal transportation funding allocations, the MPOs distribute the available funding level tables to their respective Technical Policy Committees and their governing Policy Boards through a notice of available funding.
- Based on each MPO's established procedures, MPOs initiate a call for projects. The call for projects generally includes:
 - The transportation emphasis areas based on the goals and vision of the adopted Metropolitan Transportation Plans and the established performance targets.
 - the responsibilities for the program sponsor and any oversight requirements to be met.
 - The various funding programs and the requirements and limitations associated with those programs.
 - the schedule for the call for projects.
 - the guidelines and requirements for project submissions (the application form);
 - the scoring process by which the projects will be evaluated and.
 - the award mechanism.

AIR QUALITY

The TIP/STIP is assessed for its impact on air quality. Based on this assessment, certain areas of the state can be designated as nonattainment areas for ozone or particulate matter by the United States Environmental Protection Agency (EPA).

The 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). The 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.

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.

The 1997 Ozone Standard

On February 16, 2018, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA*, No. 15-1115, which struck down portions of the 2008 Ozone NAAQS SIP Requirements Rule concerning the ozone National Ambient Air Quality Standards (NAAQS). Those portions of the 2008 Ozone NAAQS SIP Requirements Rule included transportation conformity requirements associated with EPA's revocation of the 1997 ozone NAAQS. The decision addresses transportation conformity determinations for two groups of ozone areas (the "orphan" areas):

1. Areas that were maintenance areas for the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 Ozone NAAQS. These areas have not been required to make transportation conformity determinations for the 1997 ozone NAAQS since that NAAQS was revoked in April 2015 by EPA's Rule.

2. Areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 Ozone NAAQS. These areas have

not been required to make transportation conformity determinations for the 1997 ozone NAAQS since that NAAQS was revoked in April 2015 by EPA' s Rule.

The South Coast decision now affects conformity determination for the 1997 ozone NAAQS for nine Indiana MPOs: Dearborn/Ohio, Kentucky, Indiana; Evansville; Fort Wayne; Indianapolis; LaPorte; Louisville, KY; Muncie; South Bend; Terre Haute and, two isolated rural counties: Greene and Jackson. Link to website:

<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100VQME.pdf>.

Figure 2 is a map that depicts Indiana counties that had been designated by the EPA as nonattainment or maintenance areas for the 1997 Ozone standard:

US EPA Air Quality Designations for the 2015 Ozone National Ambient Air Quality Standards

The 2015 ozone National Ambient Air Quality Standard (NAAQS) were published in the *Federal Register* on June 4, 2018. The effective date is August 3, 2018. Conformity determinations on the transportation plan and TIP in areas newly designated nonattainment under the 2015 ozone NAAQS are required one year after the effective date, by August 3, 2019. Project level conformity requirements for the 2015 ozone NAAQS will be required for nonexempt projects after August 3, 2019. The EPA designated two Indiana counties in the Louisville metropolitan area: Clark and Floyd and five townships in Lake County: Calumet, Hobart, North, Ross and St. John as nonattainment for the 2015 Ozone Standard. Link to website:

<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UN3X.pdf>.

Figure 2: 1997 Ozone Conformity Determination Map



Figure 3 is a map that depicts Indiana counties and Townships that have been designated by the EPA as nonattainment areas for the 2015 Ozone standard.

Figure 3: EPA 2015 Ozone Non-Attainment Area Designations



ENVIRONMENTAL JUSTICE

The concept of environmental justice (EJ) refers, in the broadest sense, to the goal of identifying and avoiding disproportionate adverse impacts on minority and low income individuals and communities. Environmental justice is not only related to community impact assessment, but the transportation planning process as well. Environmental justice extends community impact assessment by examining communities based on characteristics such as race, ethnicity, income.

On May 2, 2012, The U. S. Department of Transportation issued an update to Departmental Order 5610.2(a) (Actions to Address Environmental Justice in Minority Populations and Low-Income Populations). This Order updated the Department's original Environmental Justice Order, which was published April 15, 1997. The Order continues to be a key component of the U.S. DOT's strategy to promote the principles of environmental justice in all Departmental programs, policies, and activities. In June of 2012, FHWA followed up with its release of [FHWA Order 6640.23A](#), "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,"

Since the passage of National Environmental Policy Act (NEPA), the FHWA has built a framework of policies and procedures to help meet its social, economic and environmental responsibilities while accomplishing its transportation mission. EJ is a component of FHWA's overall commitment to the protection and enhancement of our human and natural environment.

INDOT's Environmental Justice objectives include the following:

- Improve the environment and public health and safety in transportation of people and goods, and the development of transportation systems and services.
- Harmonize transportation policies and investments with environmental concerns, reflecting an appropriate consideration of economic and social interests.
- Consider the interest, issues and contributions of affected communities, disclose appropriate information, and give communities an opportunity to be involved in the decision-making.

Click here for additional information and resources from INDOT on [Title VI/ADA](#) and [Public Involvement!](#)

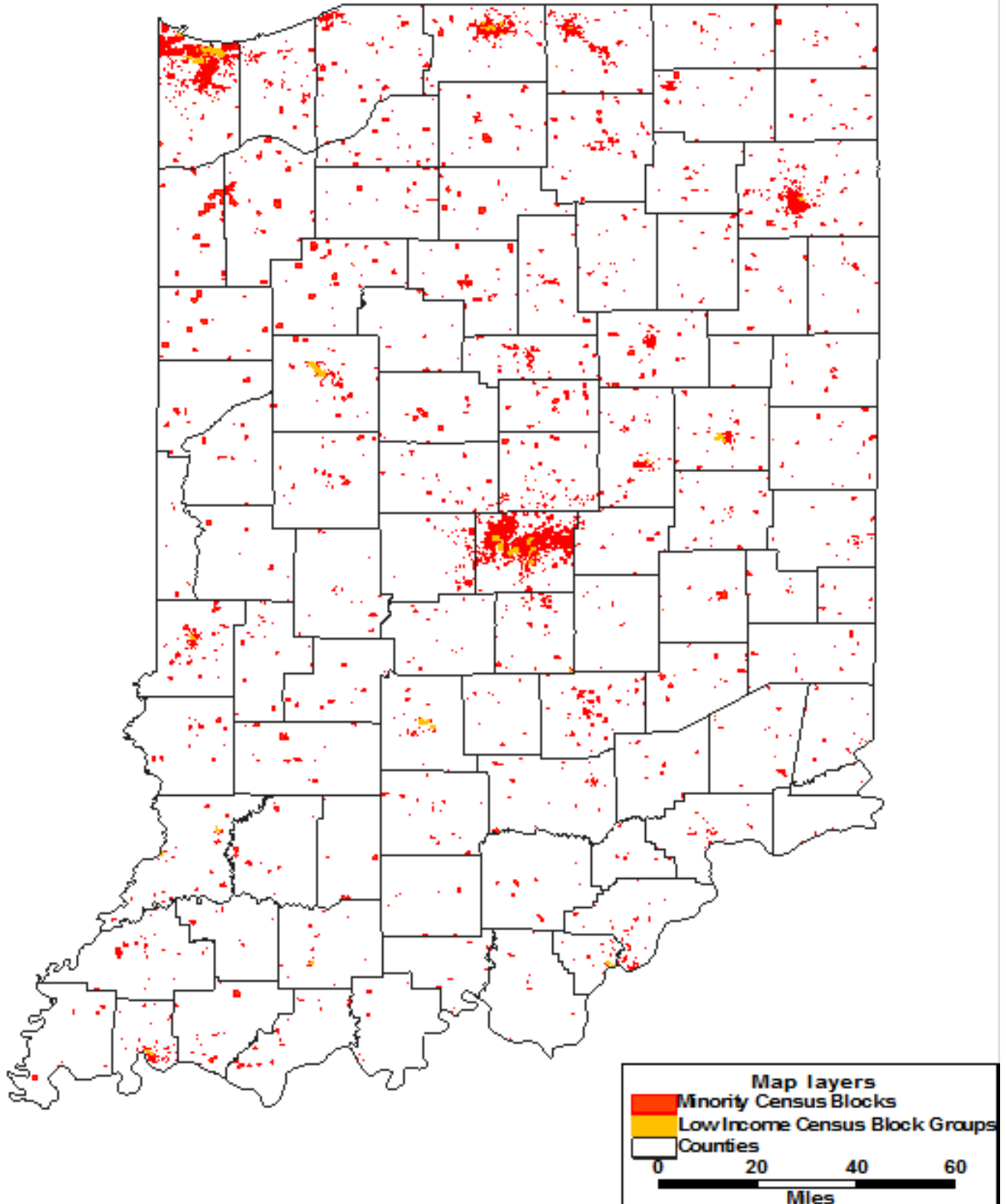
INDOT also recognizes the critical role that MPOs play in implementing the environmental justice regulations as part of the transportation planning work program, long-range transportation plan development and transportation improvement program development activities in their respective areas and participates in that coordinated process. For example, INDOT participated, along with the MPO, in the 2010 FHWA Environmental Justice Workshops held in the City of Gary on April 16th & 17th.

The statewide map for INDOT Environmental Justice Analysis is based upon two data sources: the 2010 Census Public Law P 94-171 block level populations and racial characteristics, and the

low income data from the 2005-2009 American Community Survey. Each area is defined by a collection of census block or block group pieces.

Minority areas are identified when more than 51 percent of the block level 2010 population is reported as non-white, including Hispanic and Latino, and is classified as one of the four Environmental Justice Population Groups (Non-Hispanic Native Americans; Non-Hispanic Black and others; elderly; and disabled). Low income areas are identified when more than 51 percent of the families are reported to be below poverty threshold as determined by the Census Bureau for a census block group. See 2010 Environmental Justice map on the next page.

2010 Environmental Justice Map



AMERICAN WITH DISABILITIES ACT REQUIRES ACCESSIBLE FACILITIES

The Americans with Disabilities Act (ADA) of 1990 was enacted by Congress to provide recognition and protection for disabled Americans in affording opportunities and access to employment, public buildings, public transit, public accommodations governmental programs and services.

One portion of the ADA -- Title II -- applies to state and local governments. For example, the ADA requires that pedestrian facilities such as sidewalks, street crossing signals, and curb ramps are built to certain standards to allow the disabled the same opportunity to benefit or enjoy governmental services and benefits as persons who are not disabled. ADA further requires state and local governments to make accessible to the maximum extent feasible, any changes to a facility in the public right-of-way that affects, or could affect, access or use of the facility, including changes to structure, grade, or use of the facility. Examples of changes include reconstruction, major rehabilitation, road-widening, functional and structural overlays.

Some of the requirements under the ADA include:

- Clearly defined pedestrian pathways with adequate clear width and height
- Curb ramps with limited cross slopes and detectible (tactile) warning surfaces to indicate the boundary between pedestrians and roadway
- Accessible pedestrian signals
- Audible/vibrotactile crossing information
- Uncomplicated street crossings and easy to understand symbols
- Information both in visual and non-visual formats
- High color contrasts in pathway designs and signage
- Application of compliant ADA standards in design and construction of all new transportation facilities and infrastructure projects; during facility alterations, such as roadway surface projects; and routine operational maintenance and construction zones

INDOT maintains an inventory of the ADA assets it constructs and improves to monitor its progress in making Indiana an accessible state for all persons.

For more information on ADA for transportation, please visit the [INDOT ADA](#) or the [USDOT ADA Citizen Services website](#) or contact:

INDOT ADA Coordinator
Barbara Malone, J.D.,
ADA Coordinator
100 N. Senate, Room 758
Indianapolis, IN 46204,
317-232-3019,
bamalone@indot.in.gov.

TITLE VI

The current INDOT Title VI plan was approved by FHWA in 2020. Provisions set forth in this plan are applicable to all elements of the INDOT. Adherence to the provisions of this plan will be evaluated on a continuous basis to ensure full and continuous compliance with Title VI of the Civil Rights Act of 1964.

All recipients of federal funds, directly or indirectly as subrecipients, are required to comply with Title VI. For consultants and contactors this includes being able to demonstrate the following:

- Identifying your Title VI Coordinator and ensuring they have received training
- Having a Title VI Nondiscrimination Policy
- Ensuring all staff are regularly trained in Title VI requirements
- Having a Title VI Complaint Policy, Complaint Form and Complaint Log (regardless of whether you have received any complaints) and notifying INDOT if and when a complaint is received.
- Having a policy for how you will monitor subrecipients of federal funds if you enter into contracts where you are paying federal funds to anyone else and ensuring the assurances of nondiscrimination are part of those contracts.
- Signing the assurances of nondiscrimination
- Posting the “It’s the Law” poster at your worksites
- Monitoring how you operate to ensure discrimination does not exist (i.e., keeping records that demonstrate you advertise business opportunities broadly and make attempts to improve diversity and being able to demonstrate that those entities with whom you do business are diverse enough to not appear discriminatory.)
- Certifying the above as part of the prequalification process
- Maintaining all records related to Title VI, including training materials and attendance logs, for three (3) years from the date of last action.
- INDOT is required to ensure contractors and consultants who receive federal funds are in compliance with Title VI requirements. Training is provided and we require Title VI Coordinators to receive regular Title VI training at a minimum of every two-three years. Requirements change and it is your responsibility to ensure you stay current and up to date with the requirements. You may attend training sessions as often as you like. There is no charge for training but space is limited for in person attendance.

For more information contact:
INDOT Title VI Coordinator
Kimberly Ray, MBA
100 N. Senate Avenue, N-758
Indianapolis, IN 46204
317-232-0924
KiRay@indoor.in.gov

FUNDING PROGRAMS

The Statewide Transportation Improvement Program is dynamic. As projects are developed, their total costs, and times to completion can change. However, underlying any project is an overall strategy, or “program,” for which it was selected. Programs are multi-year plans for both the preservation and improvement of our transportation facilities. The long-range planning and programming process determine the level of investment for each transportation program.

Historically, projects are first selected, then developed, and then built. The time to complete each project varies and depends greatly upon its size and complexity. As projects become ready to build or implement, funding is directed to the project for completion. Some projects are simpler than others, such as ride-share programs within transit programs. But most projects follow the historical process of plan, design and then construct.

On December 4, 2015, President Obama signed the [Fixing America's Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act expired September 2020 and has since been continued under Continuing Resolutions. The Infrastructure Investment and Jobs Act has been signed by the President. The IIJA provides a five-year reauthorization of federal highway, highway safety, transit, and rail programs for fiscal years 2022 through 2026, and represents a historic investment in all forms of infrastructure, with \$567 billion in Highway Trust Fund and General Fund resources provided to the US Department of Transportation. Due to the timing of events, the STIP was however, developed based on the best available information from the FAST act and the Continuing Resolutions.

FAST Act FUNDING CATEGORIES

Below are the various transportation funding programs found in this document, along with a description of their purpose.

National Highway Performance Program (NHPP) Under FAST Act, the enhanced National Highway System (NHS) is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

The NHPP is authorized to support the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in

highway construction are directed to support progress toward the achievement of performance targets established in an Asset Management plan of a State for the NHS. [National Highway System](#) online map.

Surface Transportation Block Grant Program (STBG) The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Funding may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities.

Most current STBG eligibilities are continued, with some additions and clarifications. Explicit eligibilities are added for electric vehicle charging infrastructure to be implemented in existing or included in new fringe and corridor parking facilities, and for there to be a focus on projects and strategies that support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Activities of some programs that are no longer separately funded are now incorporated into STBG and funded through set-asides, including transportation alternatives, which replaces the formerly separate Transportation Alternatives Program (TAP). The TA set-aside funds projects and activities that were previously funded under TAP, including bike/pedestrian facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation, vegetation and environmental management and habitat connectivity.

Following the set-asides, a percentage of the State's STBG funds are to be distributed to areas based on population. The remainder net of suballocated amounts may be used in any area of the State. Reference local sharing agreement table is in Appendix A.

Highway Safety Improvement Program (HSIP) The HSIP is a 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. It emphasizes a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The foundation for this approach is a safety data system, which each State is required to have to identify key safety problems, establish their relative severity, and then adopt strategic and performance-based goals to maximize safety. Every State is required to develop a SHSP that lays out strategies to address these key safety problems. Indiana SHSP is always available to the public on the INDOT Website at: <https://www.in.gov/indot/2357.htm>.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or

particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO. A State with PM 2.5 (fine particulate matter) areas must use a portion of its funds to address PM 2.5 emissions in such areas. The Act also specifically makes eligible the installation of vehicle-to-infrastructure communications equipment and continues eligibility for electric vehicle and natural gas vehicle infrastructure.

Federal Lands Access Program (FLAP) FAST Act continues to acknowledge the importance of access to federal and tribal lands. Recognizing the need for all public Federal and tribal transportation facilities to be treated under uniform policies similar to the policies that apply to Federal-aid highways and other public transportation facilities, FAST Act furthers a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities. The majority of funding is allocated to the National Park Service, US Fish and Wildlife Service and new in FAST Act, the US Forest Service. Other entities receiving funding allocations are the Bureau of Land Management, US Army Corps of Engineers, and new in FAST Act, The Bureau of Reclamation and independent Federal agencies with natural resource and land management responsibilities

Federal Transit Administration Programs (TRANSIT) See Appendix D.

Section 5307 – Urbanized Area Formula - This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Section 5309 – Fixed Guideway Capital Investment - Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities - This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. INDOT Office of Transit has more information on the website: [5310 State Management Plan](#).

Section 5311 – Formula Grants for Rural Areas - this program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. INDOT Office of Transit has more information on the website: [5311/5339 State Management Plan](#).

Section 5337 – State of Good Repair - A new formula-based State of Good Repair program dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).

Section 5339 – Bus and Bus Facilities - Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. INDOT Office of Transit has more information on the website: [5311/5339 State Management Plan](#)

Other Federal Transportation Funding Opportunities

Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA)

Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), division M, Public Law (Pub. L. No. 116-260), enacted on December 27, 2020, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP).

The purpose of the HIP-CRRSAA is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs. The non-traditional cost categories eligible under the HIP-CRRSAA appropriation

Build Fund is the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program. This FHWA program provides a unique opportunity for the U.S. Department of Transportation (USDOT) to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program, the program was first created in the 2009 Recovery Act. In December of 2018, it was announced that INDOT was awarded two (BUILD) grants totaling \$40 million to help fund two projects to expand and rehabilitate Interstate 65. The funds awarded will support projects to add lanes to I-65 between S.R. 32 and S.R. 47 in Boone County and between S.R. 58 and S.R. 46 in Bartholomew County. Existing pavement will be rehabilitated, and various bridges will be rehabilitated or replaced along both segments.

State of Indiana – Transportation Funding Programs

District Maintenance Program this program includes projects scheduled for routine and preventative maintenance for the existing roadway system under INDOT jurisdiction. Some examples that would fall under this category would be roadside mowing, herbicide treatment and wedge and level.

Recreational Trails Program - Department of Natural Resources & Institutions Program

Department of Natural Resources and other state institutions for maintenance work. The projects are selected by DNR and/or identified to the districts that prepare the projects for construction. For more information is on the website: https://www.in.gov/dnr/outdoor/files/or-RTP_Manual.pdf.

On June 29, 2020, INDOT notified FHWA of its intention to opt out of the Recreational Trails Program (RTP) program for Fiscal Year 2021. Instead, INDOT and Indiana Department of Natural Resources (DNR) will continue to partner and deliver a Recreational Trails Program with

similar resources as in the past. The goal of the new program is to streamline the grant process using State funds to put more trail on the ground.

Starting in SFY 2021, DNR will replace the Recreational Trails Program (RTP). The new ITP program will be similar Indiana's existing RTP, including being administered by Department of Natural Resources Division of Outdoor Recreation. The main difference is that funds for ITP will now be **State dollars** rather than federal funds.

Similar to RTP, the funds for ITP will be passed from INDOT to the DNR to administer. ITP simply exchanges Indiana's normal allocation of federal RTP funds, which are based on a return of federal fuel tax for non-highway recreation, with available **State funds** through INDOT's Federal Fund Exchange program (Indiana Code 36-9-42.2).

The Recreational Trail Projects that are funded with Federal funds prior to FY 2020 will continue to be reported in the STIP projects listings. Future trail projects resulting from the new ITP and funded after FY 21 will no longer be listed in the STIP since those projects will be solely funded with non-Federal State funds.

Statewide Transit Administration & Improvements Program - The INDOT Office of Transit (OT) provides financial and technical assistance to transit systems throughout the state. The OT works closely with local communities on the funding of transit systems. Federal Aid is matched with state funds for operating subsidies, planning purposes and capital assistance. The state funds include the Public Mass Transportation Fund, Commuter Rail Service Fund, and the Electric Rail Service Fund. The Federal Funds include the Section 5307, Section 5309, Section 5310, Section 5311, Section 5337, and Section 5339 Programs.

State of Indiana Programs These state funds are used to match federal funds. More information can be found at Indiana Public Transit Annual Reports:
<https://www.in.gov/indot/2826.htm>.

State of Indiana Public Mass Transportation Fund - The Public Mass Transportation Fund (PMTF) is a fund authorized by the legislature to receive revenue from the State's General Fund. These funds are allocated on a calendar year basis using a performance-based formula to eligible municipal corporations (as defined by I.C. 36-1-2-10). Operating expenses, passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.

Commuter Rail Service Fund -

Sales Tax

The Commuter Rail Service Fund (CRSF) is distributed to commuter transportation districts established under I.C. 8-5-15 to be used for maintenance, improvement, and operations of commuter rail service. This fund receives 0.123 percent of the state's general sales and use tax revenue.

Situs Tax

Collections from the indefinite-situs tax on distributable property of railroad car companies (I.C. 6-1.1-8 35) also contribute to the Commuter Rail Service Fund. These funds must be used for debt financing for long term capital needs

Currently, all CRSF monies go to the NICTD, the only entity eligible for these funds at the present time.

Electric Rail Service Fund - The Electric Rail Service Fund (ERSF) is a special state fund generated from property tax on a railroad company's distributable property that provides service with a commuter transportation district established under I.C. 8-5-15. These funds are only available to commuter transportation districts that have substantially all of their service performed by electrically powered railroads. Qualifying commuter transportation districts must receive equal shares of this fund. Currently, all funds go to the Northern Indiana Commuter Transportation District (NICTD), the only entity eligible for these funds at the present time.

Crossroads Fund is also from Legislation General Assembly did several years ago raising Vehicle license fees in order to do additional bonding for INDOT's projects.

Debt Services is the repayment of principal and interest for the Bonds. All Bonds will be paid off in 2029.

Local Highway Funds are funds Local Public Agencies are required to provide to INDOT for the "match" to the Federal-aid FHWA funds provided by INDOT for construction on eligible Federal-aid routes. INDOT lets the Contracts.

Operating Budget are the funds utilized to operate the Agency including salaries, building and grounds, equipment, planning and research and the maintenance work program (salt and aggregates our maintenance staff use on our roads and small contracts such as mowing, patching, and guardrail repairs.)

Toll Road Lease Proceeds are from Governor Daniels' request of the General Assembly in 2006 to authorize the Lease of the Indiana Toll Road for 75 years. The State received \$3.8 Billion up front for the Lease.

All financial plans are updated annually until the project reaches substantial completion.

REQUIREMENTS FOR STIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

All Federal Funded or Regionally Significant Projects are required to be in the STIP.

Periodically, changes are necessary to a project's scope, cost, or year of phase implementation. What these changes are will define if an **Amendment** or an **Administrative Modification** to the STIP is necessary. Following is a brief guideline to determine the correct course of action.

The following major changes to the STIP require an Amendment:

- A new project is added such that it is not in the current STIP
- A new phase is added such as PE, RW or CN to the current STIP
- Project costs have increased or decreased significantly
- Change in scope for a project in the current STIP
- Change in scope of a Regionally Significant Project*
- Regionally Significant Projects* regardless of funding source

(Amendments require FHWA or FTA approval)

The following minor changes to the STIP require a Modification:

- Change of years for a project within the current federally approved STIP.
- Change in years of a Regionally Significant Project* within a current STIP.
- Small funding changes.

(Modifications do not require FHWA or FTA approval)

***Regionally Significant Projects** as stated 23 CFR 450.104 – Definitions

Regionally significant projects are transportation projects (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that off an alternative to regional highway travel.

All roads functionally classified as Minor Arterial or above should be considered as regionally significant. This includes all freeways, expressways, interchange ramps, principal arterials, and minor arterials.

Transportation projects, whether single or multi-jurisdictional, that modify these facilities can be regionally significant. Individually, projects can be considered as regionally significant when they are above certain thresholds. Collectively, when a series of smaller projects on a regionally significant facility are completed, the overall improvements can be regionally significant.

APPENDIX A

FINANCIAL CONSTRAINT

Financial constraint is a requirement for the STIP. INDOT constrains State selected projects financially using the STIP document; and in metropolitan areas the TIP documents include projects selected and funded by the MPO. For each metropolitan area in the State, INDOT develops the STIP in cooperation with the MPO designated for the metropolitan area. INDOT in turn includes each of the MPO's metropolitan TIPs by reference and without change into the STIP.

In the Statewide Transportation Improvement Program (STIP) are all state projects and their associated funding are in the STIP. All State selected local projects and their associated funding (i.e. GROUP III, GROUP IV, etc.) are in the STIP. Most MPO selected projects and their funding are shown in the STIP.

MPO Transportation Improvement Programs (TIP) are only state projects located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP. All State selected Local Projects (GROUP III, GROUP IV, etc.) located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP. All MPO Selected Projects including the funding is shown in the TIP.

Financial Constraint Demonstration is for state projects is documented in the STIP. State projects are then repeated in a TIP when they are located within a MPO's planning area boundary. Constraint for all State-selected local projects funded thru statewide local programs is also constrained using the STIP. The projects are then repeated in a TIP when they are located within a MPO's planning area boundary. Constraint for projects funded by MPOs is documented in the TIP. Projects funded by other.

EXAMPLES:

- An interstate project funded by INDOT and located within the Louisville MPO planning area would be specifically listed with its funding in the STIP document. Fiscal constraint would be based upon the STIP. The project would then be repeated in the Louisville TIP.

A local bridge project funded by INDOT and located within the Indianapolis MPO planning area would be specifically listed with its funding in the STIP document. Fiscal constraint would be based upon the STIP. The project would then be repeated in the Indianapolis TIP. A local bridge project select by and funded by the Fort Wayne MPO

within its planning area would be specifically listed with its funding in its TIP document. Fiscal constraint would be based upon the TIP.

Appendix A Table 1:

	ALL STATE PROJECTS	LOCAL PROJECTS FUNDED THRU STATEWIDE LOCAL PROGRAMS	MPO SELECTED PROJECTS
Statewide Transportation Improvement Program (STIP)	All State projects and their associated funding are in the STIP.	All State selected local projects and their associated funding (i.e. GROUP III, GROUP IV, etc.) are in the STIP.	MPO selected projects and their funding are shown in the MPO TIP.
Transportation Improvement Programs (TIP)	Only State projects located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP.	All State selected Local Projects (GROUP III, GROUP IV, etc.) located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP.	All MPO Selected Projects including the funding is shown in the TIP.
Financial Constraint Demonstration	Financial Constraint for State projects is documented in the STIP. State projects are then repeated in a TIP when they are located within a MPO's planning area boundary.	Constraint for all State-selected local projects funded thru statewide local programs is also constrained using the STIP. The projects are then repeated in a TIP when they are located within a MPO's planning area boundary.	Constraint for projects funded by MPOs is documented in the TIP.

All financial plans are updated annually until the project reaches substantial completion.

STIP FINANCIAL SUMMARY FOR 2022 thru 2026

TOTAL RESOURCES:	Estimated FY2022	Estimated FY2023	Estimated FY2024	Estimated FY2025	Estimated FY2026
State Federal-aid FHWA fund ¹	\$ 992,170,000	\$ 870,000,000	\$ 855,000,000	\$ 835,000,000	\$ 835,000,000
State Federal-aid FHWA Earmarks					
Federal Grant fund ²	\$ 61,582,141	\$ 44,667,108			
covid relief funds to be added	\$ 177,300,000				
Local FA COVID Relief Funds	\$ 59,096,459				
Local Federal-aid FHWA Funds	\$ 259,544,233	\$ 255,345,940	\$ 255,345,940	\$ 255,345,940	\$ 255,345,940
Local Federal-aid FHWA Earmarks	\$ 3,513,387	\$ -			
Subtotal of Federal-aid FHWA funds =	\$ 1,553,206,220	\$ 1,170,013,048	\$ 1,110,345,940	\$ 1,090,345,940	\$ 1,090,345,940
Subtotal of Federal-aid FTA funds =	\$25,294,983	\$25,294,983	\$25,294,983	\$25,294,983	\$25,294,983
State Highway Funds	\$ 1,939,071,962	\$ 1,663,570,000	\$ 1,562,086,913	\$ 1,641,615,699	\$ 1,649,222,090
State Highway Road Construction Improvement Fund	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000
Crossroads Fund	\$ 40,162,894	\$ 40,280,000	\$ 40,390,000	\$ 40,490,000	\$ 40,600,000
Subtotal of State funds =	\$ 2,049,234,856	\$ 1,773,850,000	\$ 1,672,476,913	\$ 1,752,105,699	\$ 1,759,822,090
Subtotal of Local Highway funds =	\$ 65,764,405	\$ 63,836,485	\$ 63,836,485	\$ 63,836,485	\$ 63,836,485
Total of All Available Resources	\$ 3,693,500,464	\$ 3,032,994,516	\$ 2,871,954,321	\$ 2,931,583,107	\$ 2,939,299,498

TOTAL USES: FY2020 - FY2024

Local Programs					
Local MPO and non-MPO projects	\$ 254,400,000	\$ 278,300,000	\$ 140,500,000		
FTA programs	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983
Subtotal of Local Uses =	\$ 279,694,983	\$ 303,594,983	\$ 165,794,983	\$ 25,294,983	\$ 25,294,983

INDOT Programs & Special Projects	Estimated 2022	Estimated 2023	Estimated 2024	Estimated 2025	Estimated 2026
Preservation & Expansion projects	\$ 1,265,905,069	\$ 1,207,358,879	\$ 1,204,947,633	\$ 1,212,985,213	\$ 1,072,452,022
Ohio River Bridges (ORB) ³	\$ 41,200,479	\$ 42,230,496	\$ 43,286,251		
I-69 Section 5	\$ 598,200	\$ 100,100	\$ 100,100		
I-69 Section 6 ⁴	\$ 333,720,048	\$ 246,855,213	\$ 203,352,465		
Clear Path Project ⁵	\$ 156,384,318	\$ 230,240,000	\$ 8,940,000	\$ 5,626,667	
I-65 Southeast Project ⁶	\$ 1,727,498				
North Split Project ⁷	\$ 176,526,493	\$ 47,354,654	\$ 1,597,873	\$ 1,645,583	
Ohio River Crossing (I-69 Henderson-Evansville) Project - IN only ⁸	\$ 506,876				
Sherman Minton Corridor Project ⁹	\$ 21,091,098	\$ 20,830,105	\$ 12,474,539		
I-65 Added Travel Lanes Tippecanoe Co. ¹⁰	\$ 108,180,645				
Operating Budget (includes MWP and SPR)	\$ 579,200,000	\$ 587,600,000	\$ 600,900,000	\$ 614,500,000	\$ 625,700,000
Debt Service	\$ 113,400,000	\$ 113,800,000	\$ 114,200,000	\$ 114,300,000	\$ 75,400,000
Subtotal of INDOT Uses =	\$ 2,798,440,724	\$ 2,496,369,447	\$ 2,189,798,861	\$ 1,949,057,463	\$ 1,773,552,022

Costs yet to be identified from future needs and illustrative information	\$ 615,364,756	\$ 233,030,086	\$ 516,360,477	\$ 957,230,661	\$ 1,140,452,493
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Total of All Uses \$ 3,693,500,464 \$ 3,032,994,516 \$ 2,871,954,321 \$ 2,931,583,107 \$ 2,939,299,498

1. State Federal-aid FHWA funds reflects State/Local Sharing of Federal Formula Apportionments for FFY 2022 plus price favoribility and carry over.
2. US Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant - INDOT grant awards totaling \$40 million for
3. Source for 2022 - 2026: PPA Exhibit 9 - MAP Limits
<https://www.in.gov/ifa/files/ORB%20EEC-%20Executed%20PPA.PDF>
4. Source for 2022 - 2026: I-69 S6 FPAU 2021
<https://www.in.gov/indot/projects/i69/section-6-martinsville-to-indianapolis/project-documents/>
5. Source for 2022 - 2026: Clear Path IFP 2021
<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/clear-path-465-interstate-465-and-69-northeast/>
6. Source for 2022 - 2026: I-64 Southeast FPAU 2021
<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/i-65-added-travel-lanes-and-rehabilitation-between-columbus->
7. Source for 2022 - 2026: North Split FPAU 2021
<https://www.in.gov/dot/div/contracts/NorthSplit/NorthSplit.htm>
8. Source for 2022 - 2026: Ohio River Crossing IFP 2021 (does not include recent \$200M from Gov.)
<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-vincennes-district/i-69-ohio-river-crossing/>
9. Source for 2022 - 2026: Sherman Minton FPAU 2021
<https://www.in.gov/dot/div/contracts/ShermanMinton/ShermanMintonCorridorProject.htm>
10. Source for 2022 - 2026: I-65 ATL Tippecanoe Co. IFP 2022
<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/i-65-added-travel-lanes-tippecanoe-county/>

**State/Local Sharing of Federal Formula Apportionments
2022 Federal Fiscal Year ESTIMATE**

Last Updated - 01/26/2021

	<u>Total Apportionment</u>	<u>INDOT</u>	<u>LOCAL</u>
NHPP Program	\$563,573,817	\$563,573,817	
NHPP Regular	\$548,880,450	\$548,880,450	
NHPP Exempt	\$14,693,367	\$14,693,367	
STP Block Program	\$282,359,793	\$82,489,758	\$199,870,035
All STP Areas	\$246,174,934	\$82,489,758	\$163,685,176
STP Off-System Bridge	\$12,903,273		\$12,903,273
TAP Any Area	\$11,640,793		\$11,640,793
TAP Areas > 200,000	\$5,356,490		\$5,356,490
TAP Areas < 200,000	\$2,853,902		\$2,853,902
TAP Areas < 5,000	\$3,430,401		\$3,430,401
RTP Regular	\$0		
HSIP Program	\$55,623,896	\$36,711,771	\$18,912,125
HSIP Regular	\$55,623,896	\$36,711,771	\$18,912,125
High Risk Rural Roads	\$0	\$0	\$0
Rail/Highway Crossings	\$7,930,846		\$7,930,846
Hazard Elimination	\$3,965,423		\$3,965,423
Protective Devices	\$3,965,423		\$3,965,423
CMAQ	\$49,204,996	\$24,809,642	\$24,395,354
CMAQ Regular	\$49,204,996	\$24,809,642	\$24,395,354
CMAQ PM 2.5 Reduction Projects	\$0	\$0	
Metropolitan Planning	\$5,610,157		
75% State Planning	\$15,443,566		
25% RD&TT	\$5,147,855		
National Highway Freight	\$35,160,835	\$35,160,835	
Section 164 Penalties	\$19,397,095	\$14,547,821	\$4,849,274
Redistribution of Authority	\$6,974,132	\$6,974,132	
TOTAL Formula Apportionments	\$1,046,426,988		
Less: Planning	\$26,201,578		
Less: Rec Trails Exchange	\$1,201,709		-\$1,201,709
Total To Split	\$1,019,023,701	\$764,267,776	\$254,755,925
% Share		75.00%	25.00%
Spending Authority	100.2316%	\$766,037,820	\$255,345,940

2022 Local Share of Federal Formula Apportionments -ESTIMATE

Last Updated - 01/26/2021

Spending Authority
100.2316%

<u>Group I</u>	<u>STBG</u>	<u>HSIP</u>	<u>CMAQ</u>	<u>TA</u>	<u>Section 164</u>		<u>Spending Authority</u>					
					<u>Penalty</u>	<u>FY 22 Target</u>						
Indianapolis	\$31,908,531	\$5,897,460	\$8,704,434	\$2,670,575	\$1,512,173	\$50,693,173	\$50,810,578					
Fort Wayne	\$6,343,907	\$1,242,910	\$2,215,410	\$562,833	\$318,695	\$10,683,755	\$10,708,499					
Louisville	\$2,722,322	\$555,775	\$1,105,034	\$251,674	\$142,507	\$4,777,312	\$4,788,376					
South Bend	\$4,847,270	\$958,948	\$1,756,541	\$434,245	\$245,885	\$8,242,889	\$8,261,980					
Northwest	\$12,383,070	\$2,337,173	\$3,711,918	\$1,058,353	\$599,277	\$20,089,791	\$20,136,319					
Evansville	\$3,988,388	\$795,990	\$1,493,209	\$360,452	\$204,100	\$6,842,139	\$6,857,985					
Cincinnati	\$213,879	\$40,539	\$65,294	\$18,358	\$10,395	\$348,465	\$349,272					
TOTAL GROUP I	\$62,407,367	\$11,828,795	\$19,051,840	\$5,356,490	\$3,033,032	\$101,677,524	\$101,913,009					
<u>Group II</u>	<u>STBG</u>	<u>HSIP</u>	<u>CMAQ</u>	<u>TA</u>	<u>Section 164</u>		<u>Spending Authority</u>					
					<u>Penalty</u>	<u>FY 22 Target</u>						
Anderson	\$1,655,465	\$349,423	\$771,579	\$137,494	\$89,596	\$3,003,557	\$3,010,513					
Bloomington	\$2,992,243	\$430,795		\$169,513	\$110,460	\$3,703,011	\$3,711,587					
Elkhart/Goshen	\$2,824,195	\$568,700	\$1,125,920	\$223,776	\$145,821	\$4,888,412	\$4,899,734					
Kokomo	\$1,712,395	\$246,535		\$97,008	\$63,214	\$2,119,152	\$2,124,060					
Lafayette	\$4,068,116	\$585,689		\$230,461	\$150,177	\$5,034,443	\$5,046,103					
Muncie	\$1,707,177	\$359,125	\$787,256	\$141,311	\$92,083	\$3,086,952	\$3,094,101					
Terre Haute	\$1,752,861	\$367,697	\$801,108	\$144,684	\$94,281	\$3,160,631	\$3,167,951					
Columbus	\$1,512,770	\$217,794		\$85,699	\$55,845	\$1,872,108	\$1,876,444					
Michigan City	\$1,188,287	\$261,771	\$629,937	\$103,004	\$67,121	\$2,250,120	\$2,255,331					
TOTAL GROUP II	\$19,413,509	\$3,387,529	\$4,115,800	\$1,332,950	\$868,598	\$29,118,386	\$29,185,824					
TOTAL RURAL	\$47,984,871	\$3,695,801	\$1,227,714	\$4,951,353	\$947,644	\$58,807,383	\$58,943,581					
SUB TOTAL						\$129,805,747	\$18,912,125	\$24,395,354	\$11,640,793	\$4,849,274	\$189,603,293	\$190,042,414
STBG (DISCRETIONARY)											\$32,677,720	\$32,753,402
RAIL/HIGHWAY CROSSINGS											\$7,930,846	\$7,949,214
TRANSPORTATION ALTERNATIVES (FLEX AREAS)											\$11,640,793	\$11,667,753
STBG OFF-SYSTEM BRIDGES											\$12,903,273	\$12,933,157
GRAND TOTAL											\$254,755,925	\$255,345,940

Group 1 MPO CRRSAA table

Indianapolis	\$13,398,652
Fort Wayne	\$2,823,811
Louisville	\$1,262,685
South Bend	\$2,178,668
Northwest	\$5,309,908
Evansville	\$1,808,438
Cincinnati	\$92,102

APPENDIX B

HOW TO EXPLORE STIP PROJECT LISTING

The STIP has over 1,000 projects sorted by different counties of Indiana. There is also a county called "Various" which list projects that are listed in multiple counties.

Instructions:

If text (or screen size) for viewing course content needs to be increased or decreased, use the following tips to:

Increase - Hold down the Ctrl (Ctrl) button on the keyboard, then push the Plus Sign (+) button.

Decrease - Hold down the Ctrl (Ctrl) button on the keyboard, then push the Minus Sign (-) button.

To search the STIP by County or Route Number, hover your mouse in the lower part of the page and press Ctrl-F. A small search box will appear in the upper right-hand side of the page.

Type in the County or Route Number and click. The project's page number will appear. To locate the specific page by using the up or down arrows. Also, the County or Route Number will be highlighted.

How to Read the Project Listing:

Sponsor – The project's sponsor is the agency or local government agency responsible for the development of the project.

CONTRACT #/Lead DES– This stands for Contract number and Lead Designation (DES) number which is a unique project number used by INDOT to track a project from proposal thru construction. (Hint: The DES prefix "17" meaning this project was created in calendar year of 2017.)

STIP NAME – This identifies when projects were placed into the STIP.

Init.	(Initial)	initial pull to create the STIP.
A	(Amendment)	and a number represent which amendment.
M	(Modification)	and a number represent which modification.

Route - This denotes the route number.

IR	(Inventory Route or County Road)	are county or local street.
ST	(City Streets)	are county or local street.
SR	(State Road).	
US	(U. S. Highway).	
I	(Interstate).	

Work Type - This describes the improvement to be completed. The improvements include but are not limited to: bridge rehabilitation, road resurfacing, added capacity projects, bicycle pedestrian paths, etc.

Location - This category provide a brief description of the location of the improvement project.

District – Indiana is divided into six districts; two northern (LaPorte and Ft Wayne), two central (Crawfordsville and Greenfield) and two southern (Vincennes and Seymour). Most counties are located within a single district.

Miles – This is the length of the project per its description.

Federal Category – see FUNDING PROGRAMS section on pages 30-35.

CMAQ	Congestion Mitigation/Air Quality
DEM	Demonstrate
FLAP	Federal Lands Highway Program
Multiple	More than one (i.e. could be HSIP and CMAQ)
RTP	Recreational Trail) Safety – Highway Safety Improvement Program (HSIP)
STBG	Surface Transportation Block Gran Program
TAP	Transportation Alternatives.
TRANSIT	Transit Administration Programs

Total Cost of Projects - This category provide an estimated total overall project cost, or a project cost range, which may extend beyond the four years of the STIP. All projects that do not have the construction (CN) in a TIP or STIP will have this column completed. Estimated total costs of project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Program provides detailed level of funding for the project such bridge consulting vs. bridge construction

Phase – This denotes the preliminary engineering, right of way and construction timeline and estimated costs.

CN	Construction.
PE	Preliminary Engineering.
RW	Right-of-Way.

Federal – Fiscal amount provided by federal government.

Match – Fiscal amount to be provided by the local or state.

2022, 2023, 2024, 2025 Year project phase anticipated to occur.

2026 is illustrative meaning funds are not currently eligible for federal funding.