



Transportation Improvement Program

State Fiscal Years 2026-2030

Adopted by the CAMPO Policy Board May 12, 2025



CITY OF COLUMBUS - BARTHOLOMEW COUNTY PLANNING DEPARTMENT
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ADOPTION RESOLUTION

RESOLUTION 2025-08

A RESOLUTION BY THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) POLICY BOARD FOR THE PURPOSE OF

ADOPTING THE STATE FISCAL YEAR 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization responsible for transportation planning in the City of Columbus and Bartholomew County; and

WHEREAS, the development of a Transportation Improvement Program (TIP), which includes local and state projects requesting federal funding, is a requirement of the U.S. Department of Transportation and part of the comprehension planning process; and

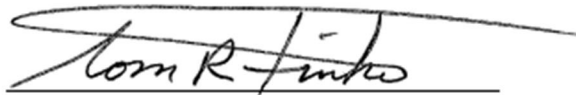
WHEREAS, CAMPO staff, with the assistance of the Technical Advisory Committee, have developed the TIP for State Fiscal Years 2026-2030; and

WHEREAS, the projects that comprise the TIP are consistent with the CAMPO 2045 Metropolitan Transportation Plan; and

WHEREAS, the process defined in the CAMPO Public Participation Plan was followed in making the draft TIP available to the public for review and comment; and

WHEREAS, the Policy Board gives the CAMPO staff permission to make changes to the FY 2026-2030 TIP that are required by the FHWA, the FTA, and the INDOT after their review, and requests that the Policy Board be notified of any such changes.

NOW THEREFORE BE IT RESOLVED by the CAMPO Policy Board that the Transportation Improvement Program for State Fiscal Years 2026-2030 is hereby approved the 12th day of May, 2025.


Tom R. Finke, Chair


Attest: Ashley E. Beckort, CAMPO Manager

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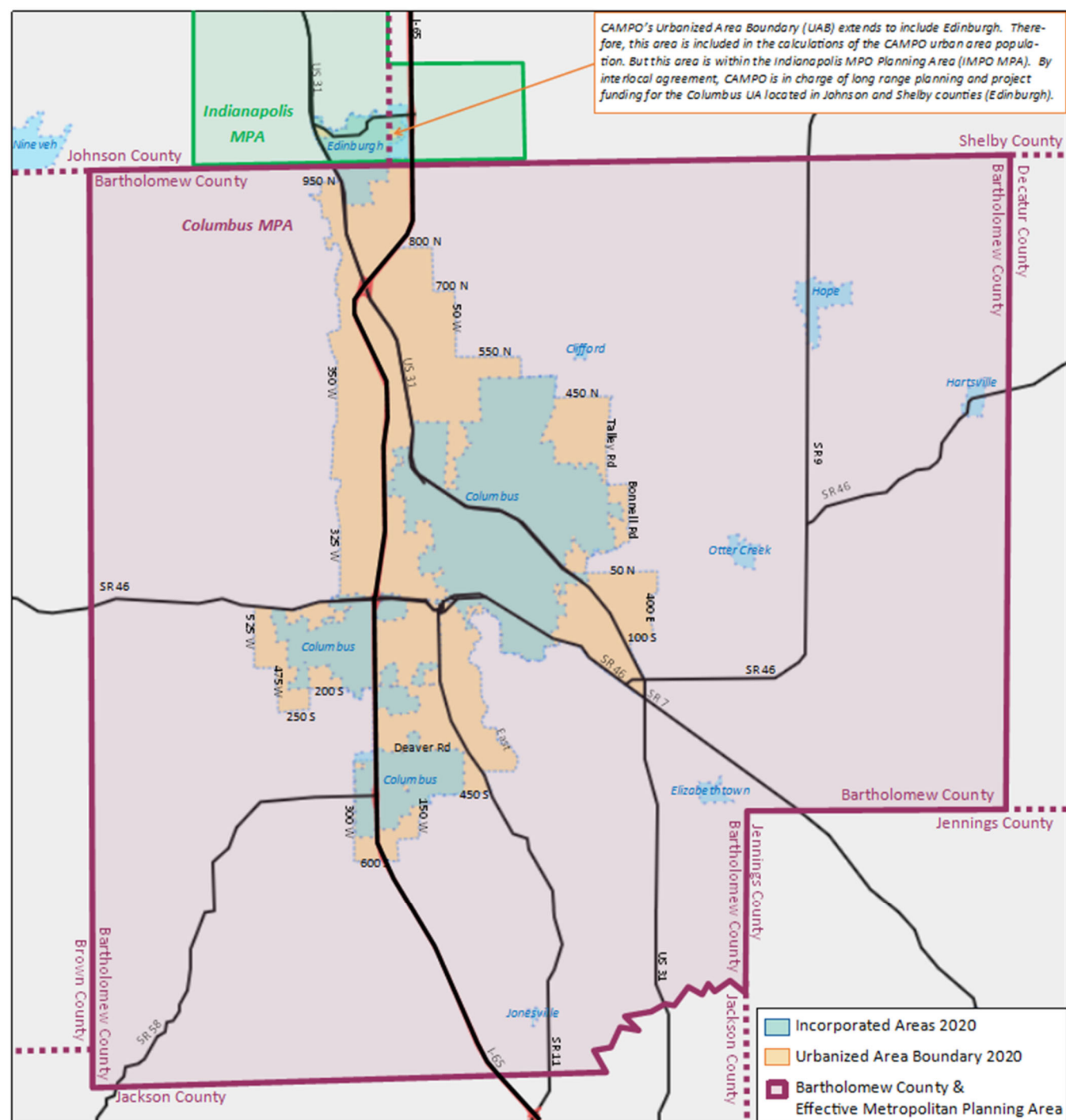
INTRODUCTION

WHAT IS AN MPO: Metropolitan Planning Organizations (MPO) are established in urbanized areas of 50,000 or more in population and who participate in a continuing, comprehensive, and cooperative (3-C) planning process as mandated by Federal law. MPOs carry out transportation planning in Metropolitan Planning Areas (MPA). Each MPO is required to establish a MPA that includes its Urban Area (UA), plus the contiguous area expected to become urbanized within the 20-year forecast period of the Metropolitan Transportation Plan (MTP). The UA is based on population density and is re-evaluated after each Decennial Census. This UA population calculation determines an MPO's funding allocation.

CAMPO: The Columbus Area Metropolitan Planning Organization (CAMPO) was designated by the Governor of Indiana in 2004. The following map represents the current CAMPO MPA boundary and Urban Area as determined by the 2020 Census. CAMPO's Urbanized Area Boundary (UAB) is mostly focused around Columbus, but it extends north to also include the area around Edinburgh. Therefore, Edinburgh is included in the calculations of the CAMPO urban area population. However, this Edinburgh area is within the Indianapolis MPO Planning Area (IMPO MPA), with IMPO therefore having responsibilities for air quality monitoring. Per a 2023 Memorandum of Agreement with IMPO, CAMPO continues to be responsible for "long range planning [MTP] and project funding [TIP] for the Columbus UA located in Johnson and Shelby counties [Edinburgh]". The CAMPO effective MPA is Bartholomew County.

WHAT IS A TIP: As a recipient of federal funds, CAMPO is required to maintain a Transportation Improvement Program (TIP). The TIP is a short range plan that covers a five-year period and is developed for the purpose of implementing the Metropolitan Transportation Plan (MTP). The TIP time frame follows the Indiana state fiscal year (July 1st to June 30th). The TIP includes local projects sponsored by the City of Columbus and Bartholomew County, as well as Indiana Department of Transportation (INDOT) projects for state and federal roads that take place within Bartholomew County. The projects listed in the first four years are programmed and funded. The fifth year projects are considered illustrative and are expected to be programmed and funded in the next TIP update. The TIP lists all local transportation projects that use federal transportation dollars as well as transportation projects of regional significance, regardless of funding source. Although a complete TIP update takes place every two years, the document is amended on a continual basis. Amendments include adding new CAMPO and INDOT projects, and changes in the timing, scope and cost of projects.

FUNDS: Federal funds for transportation come from the Highway Trust Fund, which receives funds from federal fuel taxes and related excise taxes. The Highway Trust Fund is used for road construction, including bicycle and pedestrian infrastructure, and public transit. Federal transportation funds are dispensed in Indiana to INDOT, the MPOs, and local governments. As an MPO, CAMPO receives dedicated funds each year for road construction and other transportation projects. For most federally-funded road projects, a local match of 20% is required. ColumBUS Transit receives funding for operations and capital expenses from the Mass Transit Account of the Highway Trust Fund. Transit, road, or bridge projects that receive federal funding are required to be programmed in the TIP.



TIP DEVELOPMENT PROCESS

PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The TIP serves several purposes:

- implementing the Metropolitan Transportation Plan (MTP),
- keeping the public informed of proposed changes to the transportation network,
- establishing a project schedule to facilitate coordination between local officials and INDOT, and
- providing a financial overview, ensuring that the programmed projects can be realistically financed.

2045 METROPOLITAN TRANSPORTATION PLAN

The CAMPO TIP implements the Metropolitan Transportation Plan (MTP), a long-range plan with a minimum horizon of 20 years. The MTP, updated every five years, was last updated in 2021, and will be updated next in 2026. The MTP identifies transportation needs for Columbus and Bartholomew County for the next several years. The 2045 Metropolitan Transportation Plan (the 2021 update), identified 12 projects as “Priority A.” The City of Columbus and Bartholomew County supported the projects shown below as important in improving the transportation network in the MPA. These projects also scored high among members of the public who participated in the MTP update. In February of 2025, the Policy Board voted to amend the MTP and add two projects to the priority list.

Table 22: Priority A Transportation Projects 2026-2045

NO.	PROJECT NAME	LOCATION	DESCRIPTION	COST ESTIMATE	PBPP PERFORMANCE MEASURE SUPPORTED
1	Rocky Ford Road	Washington Street to Central Avenue	Street & Bike/Ped. Improvements	\$1,102,500	Safety, Pavement Condition
2	10th Street	Haw Creek Trail to US 31	Bike/Ped. Improvements (Shared Use Path & Sidewalk)	\$1,211,000	Safety
3	Washington Street (North Segment)	US 31 to Rocky Ford Road	Street & Bike/Ped. Improvements	\$1,325,500	Safety, Pavement Condition
4	Washington Street (Center Segment)	25th Street to US 31	Street & Bike/Ped. Improvements	\$3,578,500	Safety, Pavement Condition
5	25th Street (Phase1)	Washington Street to Central Avenue	Street & Bike/Ped. Improvements	\$2,972,500	Safety, Pavement Condition
6	Washington Street (South Segment)	11th Street to 25th Street	Street & Bike/Ped. Improvements	\$3,452,500	Safety, Pavement Condition
7	Marr Road	25th Street to Brentcross Drive	Street & Bike/Ped. Improvements	\$2,504,800	Safety, Pavement Condition
8	Gladstone Avenue	10th Street to State Street	Street & Bike/Ped. Improvements	\$2,612,000	Safety, Pavement Condition
9	525 West	SR 46 to Carr Hill Road	Road Improvements	\$3,781,500	Pavement Condition
10	7th Street	Central Avenue to Gladstone Avenue	Street & Bike/Ped. Improvements	\$1,383,000	Pavement Condition
11	Jackson Street	Between 1st and 11th Streets	Bike/Ped. Improvements (Cycle Track)	\$95,000	Safety, Pavement Condition
12	Chestnut & California Streets	Between 3rd and 19th Streets	Bike/Ped. Improvements (One-Way Cycle Track on Each Street)	\$270,000	Safety
13*	Bear Lane & US 31	Bear Lane at US 31	Traffic Light & Intersection Improvements	\$2,986,975	Safety
14*	CR 350 West	350 W (from SR 46 to Goeller Road)	Street & Bike/Ped. Improvements	\$6,319,305	Safety, Pavement Condition
Total Priority A Projects				\$33,595,080	Safety, Pavement Condition

*These two projects added as Priority Projects by Policy Board Feb 10, 2025 per Resolution 2025-01.

Many of the local projects in the proposed FY 2026-2030 TIP have been on the TIP for many years and show up in the 2045 MTP as the Baseline Scenario, which incorporated projects in the 2022-2025 TIP (which was active while the 2045 MTP was being created).

Table 11: Transportation Projects Included in the 2045 Baseline Scenario

NUMBER	PROJECT NAME	LOCATION	DESCRIPTION
1	I-65	SR-58 to SR-46	Lane Addition
2	Goeller Road	Tipton Lakes Boulevard to Tipton Lakes Boulevard	Street Improvements
3	350W	Goeller Road to SR-46	Street Improvements
4	SR-46	Brown Street to Jackson Street	Eastbound Lane Addition
5	1821 Trail	Jackson Street to Lafayette Avenue	Multi-Use Path
6	People Trail	Noblitt Park to Lincoln Park	Multi-Use Path
7	Taylor Road	25th Street to Rocky Ford Road	Street Improvements
8	Talley Road	25th Street to Rocky Ford Road	Street Improvements
9	Lowell Road	N CR-250 to Indianapolis Road	Street Improvements
10	SR-9/SR-46	SR-9 and SR-45 Intersection	Roundabout

TIMELINE

CAMPO's FY 2026-2030 Transportation Improvement Program (TIP) was updated through the following process:

1. **Creating the Document:** The program period for the update was defined to cover State Fiscal Years 2026-2030. The Indiana State Fiscal Year is July 1st to June 30th. Therefore, the TIP timeframe is July 1, 2025 to June 30, 2030.
 - **Reviewed MTP:** The Metropolitan Transportation Plan was reviewed to identify specific projects for the program period.
 - **Created List of INDOT Projects:** CAMPO staff reviewed INDOT sponsored projects with INDOT staff in September of 2024. Though MPOs have no budgetary authority over INDOT projects, the inclusion of these projects in the TIP is important in ensuring that the State of Indiana and the Metropolitan Planning Organizations are working towards the same regional transportation goals.
 - **Created List of Local Projects:** CAMPO staff met with Local Public Agencies (LPAs) to review projects currently programmed in the TIP. In the case of CAMPO, there are two LPAs in the MPA that use federal funds for transportation projects: (1) the City of Columbus and (2) Bartholomew County. A call-for-projects was issued in October of 2024 in order to consider new projects for the FY 2026-2030 program period. CAMPO staff also consulted with ColumBUS Transit on operational and capital expenses, which are included on the TIP project list.
 - **Created List of Grouped Projects:** CAMPO worked with INDOT and FHWA to finalize the list of project categories and streamlined a procedure for incorporating such projects into the TIP. See page 20 for more information.

2. **Public Comment Period:** After the completion of the Draft TIP (mid-February of 2025), the document was submitted to the Policy Board and Technical Committee for review, and released for a 30-day public comment period. Dates of public events, were also posted on the CAMPO website.
 - **Public Participation Requirements:** All public participation and notice requirements for CAMPO and ColumBUS Transit projects and activities are defined in the CAMPO Public Participation Plan, which was adopted by the Policy Board on August 13, 2018, and updated May 12, 2025.
 - **Posted Online & Available Hard-Copy:** The Draft TIP was posted on CAMPO's website and printed copies were placed in both the Columbus and Hope branches of the Bartholomew County Library, and in the Columbus-Bartholomew Planning Department. Members of the Citizens Advisory Committee also received the TIP and were encouraged to submit comments and questions.
 - **Open House:** An open house was held during the public comment period on April 8, 2025. The local media was informed of the open house and a press release sent to *The Republic*, the local newspaper. CAMPO staff gave a presentation on the Draft TIP which included Columbus, Bartholomew County, and ColumBUS Transit projects. In preparation for the open house, CAMPO staff coordinated with the Transit Department on providing details of the meeting to their users. The location of the open house was in a public building along the bus route as to be convenient for bus users. Further, the open house included time after typical business hours to accommodate working public members. Information about the open house provided links to the TIP with multiple options for viewing (online, in person at City Hall, or in person at the Public Library) and multiple options for providing comments (email, letter, or dropping off at City Hall). After English, the next most common language spoken in Bartholomew County is Spanish. CAMPO staff has an interpreting service available for any public who visits City Hall or attends public meetings. The open house presentation encompassed images to allow clear communication for those with all reading levels. The presentation was also auditory so those with a visual impairment would be able to fall along with the project details. See Appendix G for more information on the Open House.
3. **Policy Board Meeting - Presentation and Public Comment:** A presentation of the Draft TIP was given to the Policy Board at the May 12, 2025 meeting where it was considered for adoption. Residents and other interested parties were invited to submit comments before the meeting or at said Policy Board meeting.
4. **Final Approvals:** Once approved by the MPO Policy Board, the TIP was forwarded to INDOT for final review. The TIP must be approved by the MPO and the Governor, and a conformity determination made by the FHWA and the FTA. The TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP).

CAMPO PROJECT REQUEST FORM

CAMPO issued a call-for-projects October 28, 2024 for the TIP, with applications due December 13, 2024. The CAMPO Project Request Form prioritizes projects that address the goals, objectives and performance measures of the Metropolitan Transportation Plan, including Economic Vitality, Accessibility and Quality of Life; Transportation Choices and Multi-Modal Connectivity, Safety and Efficiency; and Existing System Preservation. See Appendix E for more information on the Project Request Form.

CAMPO'S OFFICE, PUBLIC MEETINGS, AND EMAIL LIST

CAMPO's office is located on the second floor of Columbus City Hall in the Planning Department. City Hall is ADA accessible with automatic doors and an elevator. All CAMPO meetings and events are held in ADA accessible locations. Meeting information is posted on our website at www.columbus.in.gov/planning/campo-meetings/. CAMPO maintains an email list of residents who are interested in receiving information about meetings and other transportation planning activities. For those interested in being added to this list, contact the CAMPO office at 812-376-2550.

QUESTIONS AND COMMENTS FROM THE PUBLIC, FHWA, FTA, AND INDOT

Questions and Comments	MPO Response
1. New Transit Asset Management (TAM) Plan and capital costs provided by ColumBUS Transit.	1. Updated Performance Measures Table & Appendix F. Updated Local Projects Table.
2. List of INDOT projects verified and updated by April Leckie with INDOT.	2. Updated INDOT project list to one provided and associated Performance Measures Table.
<p>FHWA Comments:</p> <p>3. Performance measures (in general): The inclusion of the color-coded entries to indicate which performance measures the project is intended to address is appreciated and is a straightforward way to convey this information.</p> <p>4. Page 16, Financial Plan: Suggest clarifying that the appropriation here refers to federal funds if that is accurate.</p> <p>5. Page 21, Local Projects List: For the Federal Funds umbrella column that includes non-MPO funds, MPO Max (aka 80%) and MPO Funds (Allocated). This might benefit from further explanation or a footnote how these terms are being applied. The public may not understand these distinctions.</p> <p>6. Page 24, Grouped Projects: Is this table showing the types of grouped projects meant to have no associated funds?</p> <p>7. Please note that there may be additional comments once FHWA-IN receives further guidance regarding the current Administration's priorities.</p>	<p>3. Thank you. No change required at this time.</p> <p>4. "Federal funds" has been added for clarity.</p> <p>5. A foot-note has been added for clarity.</p> <p>6. Currently, there are no funds allocated for the Grouped Projects. As the TIP is amended, new projects can be added to this Group Projects table through a CAMPO Administrative Modification (assuming the project meets all criteria). Then said changes will be processed accordingly base on STIP requirements and criteria for modifications and amendments.</p> <p>7. Noted. No change required at this time.</p>
<p>FTA Comments:</p> <p>8. The term "Bipartisan Infrastructure Law / BIL" should be replaced with "Infrastructure Investment and Jobs Act / IIJA." Please be sure to also update the list of acronyms.</p> <p>9. Page 21: There are only targets for 2023 and 2024. Is it possible to have some actual data in this table on the TAM and transit safety performance measures, similar to what is in highways?</p>	<p>8. All BIL references have been updated to IIJA.</p> <p>9. The new TAM was provided by ColumBUS Transit and Performance Targets Table updated to 2026, 2027, and 2028 and associated numbers.</p>
<p>INDOT Comments:</p> <p>10. Based on the March 4, 2025 FHWA guidance meeting, screen the final document and remove or change any of the following words and phrases so that they do not appear in the document: climate change, greenhouse gas emissions, racial equity, gender equity, diversity equity and inclusion, environmental justice, Justice 40 initiative, sustainability, cumulative impacts and sea level rise.</p> <p>11. Project listings: Be sure that the final TIP has the updated project listing that INDOT's April Leckie approved and was provided.</p> <p>12. Page 32: Transportation Planning Process Self Certification needs to have the INDOT signature and date to be complete.</p> <p>13. Page 39: Needs to be updated to include the references noted and list any comments received during the public involvement period and CAMPO's response to the comments.</p>	<p>10. All listed phrases have been removed.</p> <p>11. Appropriate INDOT Project List table has been provided.</p> <p>12. Appropriate document with signature has been provided.</p> <p>13. Public comment period and open house documentation has been provided in Appendix G. Any comments received are noted in this table, below.</p>
<p>Public Comments:</p> <p>14. What happens to the construction funds if they are not used that year?</p>	<p>14. Construction funds are "use-or-loose". CAMPO tries to trade with other Indiana MPOs. The other option is to "flex" funds from FHWA to FTA for sidewalk projects to improve connections to transit stops. This allows the federal funds to stay local.</p>

PERFORMANCE BASED PLANNING

The current transportation policy (the Infrastructure Investment and Jobs Act), along with previous transportation policies (FAST Act and MAP-21), have established and are building on requirements for performance management to ensure the most efficient investment of federal transportation funds. States must invest resources in projects to achieve individual targets that collectively will make progress towards national goals. The seven national performance goals are as follows:

1. **Safety:** Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition:** Maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction:** Achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System reliability:** Improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays:** Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

INDOT PERFORMANCE BASED PLANNING PROCESS

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

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritization as outlined in the *Indiana Transportation Asset Management Plan (TAMP – June 2022)* and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting

program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP.

Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council. CAMPO has elected to adopt the performance measure targets established by INDOT, and to support the targets by programming projects that contribute to achieving those targets (see Appendix D).

TIP/STIP Project Impact

		2023	2024 Targets	2025 Targets	TIP Support (FY 2026-2030)
Safety	Number of Fatalities	894.2	876.3	812.4	24 TIP Projects \$37 M in funding
	Rate of Fatalities (per million VMT)	1.088	1.072	1.009	
	Number of serious injuries	3348.1	3281.1	3031.9	
	Rate of serious injuries (per million VMT)	4.068	3.987	3.402	
	Number of non-motorized fatalities and serious injuries	399.6	399.6	363.4	
		Baseline	2-Year Target	4-Year Target	TIP Support (FY 2026-2030)
Pavement	Interstate System - % of pavements in Good condition	n.a.	60.0%	62.0%	4 TIP Projects \$14 M in funding
	Interstate System - % of pavements in Poor condition	n.a.	1.0%	1.0%	
	Non-Interstate NHS System - % of pavements in Good condition	68.3%	50.0%	48.0%	
	Non-Interstate NHS System - % of pavements in Poor condition	5.3%	1.5%	1.5%	
Bridge	% of NHS Bridges, by deck area in Good condition	50.0%	49.0%	47.5%	34 TIP Projects \$48 M in funding
	% of NHS Bridges, by deck area in Poor condition	2.3%	3.0%	3.0%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTTR)	93.8%	93.0%	93.5%	6 TIP Projects \$51 M in funding
	Non-Interstate NHS System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTTR)	n.a.	93.0%	93.5%	
	Interstate System - Level of truck travel time reliability (TTTR)	1.23	1.32	1.30	
CMAQ: Emissions Reduction (kg/day)	Cumulative reductions - Particulate Matter (PM 2.5)	179.17	3.00	4.00	26 TIP Projects \$85 M in funding
	Cumulative reductions - Particulate Matter (PM 10)	4.068	0.02	0.03	
	Cumulative reductions - Nitrogen Oxide (NOx)	4,576.37	690.0	725.0	
	Cumulative reductions - Carbon Monoxide (CO)	13,939.45	330.0	520.0	
	Cumulative reductions - Volatile Organic Compound (VOC)	2,641.02	590.0	600.0	

			Transit			TIP Support (FY 2026-2030)
			2026 Targets	2027 Targets	2028 Targets	
Transit Asset Management	Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		90%	80%	70%	\$1 M in funding for 8 TIP Projects (Capital Costs) \$2.5 K for Operating Assistance annually
	Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		58%	44%	30%	
	Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale		94%	70%	66%	
	Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale		100%	100%	100%	
Transit Safety	Fatalities - Total number of fatalities that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	
		Demand Reponse	0	0	0	
	Injuries - Any injury (other than a fatality) requiring immediate medical attention that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	
		Demand Reponse	0	0	0	
	Safety Events - Any fatality, injury or other safety event (property damage, collisions, evacuations), that occurred at a transit facility or involving a transit revenue vehicle.	Fixed Route	0	0	0	
		Demand Reponse	0	0	0	
	System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow, or create safety issues (n/a if no major mechanical failures)	Fixed Route	n.a.	n.a.	n.a.	
		Demand Reponse	n.a.	n.a.	n.a.	

FUNDING OVERVIEW

CAMPO

Funding Options: The following types of federal funds are available to the LPAs through CAMPO.

- **Surface Transportation Block Grant (STBG):** STBG funds are the most flexible among the various FHWA federal programs. STBG funds may be used for projects to preserve or improve road conditions, for bridge projects on public roads, for facilities for non-capital transportation, and for transit capital projects including bus terminals and facilities. The federal participation for STBG projects is up to 80% with a 20% local match.
- **Transportation Alternatives (TA):** TA funding represent a set-aside category for a variety of smaller scale project and activities, such as pedestrian and bicycle facilities, recreation trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and mitigation related to stormwater and habitat connectivity. The federal participation for TA projects is up to 80% with a 20% local match.
- **Highway Safety Improvement Program (HSIP):** HSIP funds may be used for safety improvement projects that reduce traffic fatalities and serious injuries on public roads. The Railway-Highway Crossing Program is a set aside from HSIP funding. The federal participation for HSIP projects is up to 90% with a 10% local match.

Fiscal Constraint: The TIP is required to be fiscally constrained. In other words, the MPO budget must be balanced and the cost of projects listed must not exceed the spending authority of the MPO. The main factors affecting funding levels include the current Congressional transportation bill, the Infrastructure Investment and Jobs Act (IIJA). Annual FHWA appropriations are estimated by CAMPO based on historical trends, and the cost of each project is estimated for the purpose of the TIP. Transportation funds are distributed in Indiana according to the INDOT/Local Federal Aid Sharing Agreement.

Financial Plan: The CAMPO federal funds appropriation for FY 2026 is estimated to be \$2,539,223. The CAMPO funding plan for the period of the TIP can be seen on the Local Projects List (page 21). That table shows the funds available each year and the amount and project they are programmed for. A condensed summary is below. In some cases, CAMPO does not have enough federal funds to provide the full 80% match; in those cases, the LPA (City of Columbus or Bartholomew County) is providing a larger match to cover the project costs. The funding type programmed for all FY 2026-2030 projects is STBG.

<i>Fiscal Year</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030 (Illustrative)</i>
<i>Anticipated CAMPO Appropriation</i>	\$2,539,223	\$2,539,223	\$2,539,223	\$2,539,223	\$2,539,223
<i>Trade(s) with other Indiana MPOs</i>	+ \$1,000,000 (from EMPO) - \$1,179,000 (to BMCMPPO) - 500,000 (to EMPO) - 1,340,223 (to KIPDA)	+ \$1,500,000 (from NIRPC) + \$389,087 (from DMMPC) + 500,000 (from KIPDA)	+ \$150,000 (from BMCMPPO) + 840,233 (from KIPDA)	-	+ \$1,029,000 (from BMCMPPO)
<i>MPO Total Funds</i>	\$520,000	\$4,928,310	\$3,529,446	\$2,539,223	\$3,568,223
<i>Funds Programmed</i>	\$520,000	\$4,928,310	\$3,529,446	\$544,000	\$3,568,223
<i>Unallocated Funds (Available)</i>	\$0	\$0	\$0	\$1,995,223	\$0

LOCAL PLANNING AGENCIES (CITY OF COLUMBUS AND BARTHOLOMEW COUNTY)

Local Match: Federal transportation dollars programmed by CAMPO require a match, which is usually 20% of the total cost of a project. The match is paid by the Local Public Agency (LPA) that is sponsoring the project. Within the CAMPO Urban Area Boundary, there are two LPAs qualified to receive federal transportation funds through CAMPO, the City of Columbus and Bartholomew County. Both jurisdictions have various funding sources available through local taxes to provide a match to federal funds and for facility maintenance, employee wages, and the purchase of equipment as described under “Operations and Maintenance,” below.

Operations and Maintenance: Operations and maintenance of the existing transportation system is important to preserve investments and maximize safety, efficiency, and reliability. Operational costs include snow and ice removal, street lighting, traffic signal maintenance, drainage work, equipment purchases, administration, and other costs. These costs include maintaining existing federal-aid roadway infrastructure, including pavement and bridge resurfacing and replacement, and right-of-way upkeep. Bartholomew County and the City of Columbus used local revenue to maintain and preserve the local transportation system.

<i>Fiscal Year</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030 (Illustrative)</i>
<i>Bartholomew County Operations (Highway Department)</i>	\$5,000,000	\$5,200,000	\$5,500,000	\$5,800,000	\$6,100,000
<i>Bartholomew County Maintenance (Highway Department)</i>	\$2,800,000	\$2,700,000	\$2,600,000	\$2,500,000	\$2,400,000
<i>City of Columbus Operations (Department of Public Works)</i>	\$3,076,871	\$3,164,197	\$3,259,123	\$3,356,897	\$3,457,602
<i>City of Columbus Maintenance (Engineering Department)</i>	\$5,900,000	\$5,900,000	\$5,900,000	\$5,900,000	\$5,900,000
<i>Totals</i>	\$16,776,871	\$16,964,197	\$17,259,123	\$17,556,897	\$17,857,602

COLUMBUS TRANSIT SERVICES AND FUNDING

Operation Details: Columbus is the largest municipality in the CAMPO MPA. ColumBUS Transit, operates as a department of city government, serves the Columbus area, and is the only public transit service in the MPA. ColumBUS Transit provides fixed route service, as well as demand response service for people with disabilities. There are currently five fixed routes. Each route makes 9 trips a day, starting at 6:00am, with subsequent trips every 60 minutes. All trips start and end at the transit depot in downtown Columbus. Routes 1-4 also meet at a designated transfer spot on the half hour. Presently, Route 1 is a fixed route with designated stops and Routes 2-5 are fixed routes with a flag system meaning a passenger can “flag” or wave for a stop anywhere safe to stop along the route. Buses operate from 6:00am to 8:00pm Monday through Friday, and from 8:00am to 5:00pm on Saturdays, with no Sunday service. All transit vehicles, including fixed route buses, are accessible by wheelchair. ColumBUS also provides curb-to-curb service, locally known as Call-a-Bus, for customers with disabilities who are unable to use regular fixed route service. ColumBUS Transit stopped charging fares when the Covid-19 Pandemic started, and continues this practice at present. ColumBUS Transit recently concluded their route study and will make appropriate changes and upgrades to transit services over the next eighteen months. Some possible changes include relocating the transfer point, consolidating routes, adding a point-to-point service, and adding a call-ahead service to Walesboro and Taylorsville/Edinburgh.

CAMPO Flex Funding: CAMPO STBG funds can be “flexed” (transferred) for a transit use if supported by the goals of the Metropolitan Transportation Plan. In the past, CAMPO has flexed STBG funds to ColumBUS Transit for the construction of sidewalks and side-paths that improve bicycle and pedestrian access to transit. Unspent federal funds totaling \$2,134,664 were transferred in 2023. Projects on Fairlawn Drive, 25th Street, and Westendge Drive have recently been completed. Projects are currently underway along 27th Street, 10th Street, and Marr Road.

FTA Funding: The Federal Transit Administration (FTA) provides funding to ColumBUS Transit for both operational and capital costs. This funding is programmed in the CAMPO TIP. Some of the main funding sources for ColumBUS Transit include those authorized under Section 5307 (Urbanized Area Formula Funding), Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), and Section 5339 (Buses and Bus Facilities) of 49 UDC Chapter 53. Transit funding includes operational funds, 50% of which are paid with federal funds and 50% of which are paid by the City of Columbus; and capital funds, which are 80% federal and 20% local.

Operating Budget: A total of \$13,122,170 in operating funds is programmed for the FY 2026-2030 period, with \$2,624,434 programmed each year. The Federal Funds anticipated are \$1,033,174 annually. The City of Columbus matches this with Local Funds. The State of Indiana also typically provides a stipend, anticipated at \$303,388. Should the federal amount increase or decrease from year to year, an amendment will be made to this document to reflect that change. See below for a chart showing the distribution of these funds.

<i>Fiscal Year</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>	<i>2029</i>	<i>2030 (Illustrative)</i>
<i>Federal Funds</i>	\$1,033,174	\$1,033,174	\$1,033,174	\$1,033,174	\$1,033,174
<i>Local Match (Total)</i>	\$1,591,260	\$1,591,260	\$1,591,260	\$1,591,260	\$1,591,260
<i>Local Match (City of Columbus)</i>	\$1,287,872	\$1,287,872	\$1,287,872	\$1,287,872	\$1,287,872
<i>Local Match (State of Indiana Funds)</i>	\$303,388	\$303,388	\$303,388	\$303,388	\$303,388
<i>Total Operating Budget</i>	\$2,624,434	\$2,624,434	\$2,624,434	\$2,624,434	\$2,624,434

Transit Asset Management Plan: Transit agencies that receive FTA funding are required to develop Transit Asset Management Plans (TAM Plans). Elements of the plan include:

- Inventory of capital assets including buses and other vehicles, equipment and facilities
- Condition assessment of assets, including information on age, mileage, value, and percentage of useful life
- Decision support tools for use in investment decisions, including maintenance and replacement cycles, and overhaul and disposal strategies
- Prioritized list of investments

The Policy Board voted to include the TAM Plan in the FY 2026-2030 Transportation Improvement Program (see Appendix F).

Capital Costs: The Transit Asset Management Plan indicates that vehicles may need to be purchased within the TIP period. Some anticipated capital costs are included in the TIP on the Local Projects page. As appropriate, the TIP will be amended to include additional capital costs with information about types, costs, and year-of-obligation.

PROJECT LISTINGS

OVERVIEW

Below is an explanation of the data on the project lists. Note that there can be several phases or funding sources for a project.

Des#:	The seven-digit project designation number, used to track the project
Contract Number:	Number used to track contract, multiple DES#s can be under one contract
Route:	The name of the road, bridge number, intersection, transit project, or other facility
Work type:	General category of work being performed, such as bridge repair, road reconstruction, etc.
Location:	Brief description of project location
County:	The lead county the project starts in. Projects can cross over multiple counties. All local projects are in Bartholomew County.
District:	INDOT has 6 districts. CAMPO is in the Seymour district.
Sponsor:	The entity that initiated and is managing the project
Funding Category:	Type of federal funding, e.g. STBG, HSIP, 5307, etc.
Phase:	Except for FTA projects, transportation projects usually have 4 phases: PE (preliminary engineering/project design), RW (right-of-way acquisition), CE (construction engineering/construction inspection), and CN (construction).
Federal:	Amount funded with federal dollars
Match:	Amount funded by a local agency, such as INDOT, the City of Columbus, or Bartholomew County. Generally, a 20 percent match is required for federal dollars. For HSIP projects, the match is 10 percent.
Year:	Funds are shown in the state fiscal year for which they are programmed. The state fiscal year extends from July 1 to June 30.
Cost to complete:	Total estimated cost to complete the project
Total project cost:	Total estimated project cost, including costs prior to or beyond the period of the TIP
Performance Measure:	Performance Measure supported by the project

LOCAL PROJECTS SUMMARY

Any project using federal funds must be on the TIP Project List. The following table breaks out the funding sources to differentiate between local projects that use CAMPO money and those that use other funds. Most projects are covered 80% federal with a 20% local match. CAMPO money is considered federal money. The local match is covered by the respective Local Planning Agency (City of Columbus or Bartholomew County). Columbus transit's operating budget is also on this table. In some fiscal years, CAMPO does not have enough money to cover a project at the full 80%, so the local match is higher to offset the cost. If additional funds are made available (through a MPO trade or new funds allocation) CAMPO will add appropriate funds to meet the 80% max (consistent with the "Amendment/Modification Criteria" section of this document).

STATE SPONSORED PROJECTS SUMMARY

All INDOT projects that take place in the CAMPO jurisdiction must be added to the CAMPO TIP. Some INDOT projects are combined under one contract. They can be in multiple locations throughout Indiana with one portion of the project being in the CAMPO jurisdiction. If a portion of that contract is in the CAMPO district, then the project must be added to the CAMPO TIP. However, the county listed includes the main portion of the project, which is why there are some projects that list counties other than Bartholomew.

GROUPED PROJECTS SUMMARY

Definition: Regulations around TIP development allow projects that are not considered of appropriate scale for individual identification to be combined under a single listing or “Grouped Projects”. Such listings are grouped by function, work type, and/or geographic area and must be consistent with the exempt project classification contained in the Environmental Protection Agency’s Transportation Conformity Regulations (40 CFR part 93).

Qualities: Such projects are usually non-controversial and produce negligible impacts (other than positive benefits for safety, traffic operations, or preservation). Typically, these types of projects are undertaken to correct existing problems/deficiencies, enhance preservation, or improve safety. They may be the result of successful grant applications by local governments or entities. The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) have developed project categories and a streamlined procedure for incorporating such projects into the TIP.

Process: By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification. Allowing such TIP changes to be made by Administrative Modification rather than Amendment simplifies and streamlines TIP maintenance and project approval processes. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

Fiscal Constraint: When projects fitting within a Grouped Project category are identified by INDOT, they will be forwarded to the MPO with a commitment of funding (within financially constrained balances available on a statewide level) for inclusion in the TIP. Project information will include estimated costs, type of funds and fiscal year. Fiscal constraint for grouped projects is maintained by the state transportation agency on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

INDOT Projects in Columbus Area Metropolitan Planning Organization (CAMPO)

Project in CAMPO's MPA (Bartholomew County) or Urbanized Area (Edinburgh Area)

Project in Various Counties

PE

Preliminary Engineering

UT

Utilities

CN

Construction

INDOT Performance Measures:

Safety

Pavement Condition

Bridge Condition

Reliability/System Performance

CMAQ Emissions Reduction

DES Number	Contract Number	Route	Location	Work Type	County	District	Funding Category	Phase	Fiscal Year	Federal Funds	Match Funds	Phase Total	Project Total Cost	Amendment Date
1802997	43775	SR 11	3.17 mil S of SR 46 @ Denois Creek	Replace Superstructure	Bartholomew	Seymour	STBG	CN	2026	\$ 941,500	\$ 235,375	\$ 1,176,875	\$1,611,875	
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	RW	2026	\$ 2,366,428	\$ 591,607	\$ 2,958,035	\$37,469,898	
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	CN	2029	\$ 10,744,110	\$ 2,686,028	\$ 13,430,138		
2000239	43264	11	(0.9 mile N of Jonesville)	Other Project Type	Bartholomew	Seymour	STBG	UT1	2028	\$ 8,000	\$ 2,000	\$ 10,000	\$1,826,273	
2000276	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	CN	2029	\$ 14,260,674	\$ 1,584,519	\$ 15,845,193	\$32,031,462	
2000291	45039	31	NB over Conrail, Indpls & Ser Rd, 04.75 S I-65	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2026	\$ 1,450,401	\$ 162,600	\$ 1,813,001	\$3,052,929	
2000292	B-45039	US 31	US 31 Southbound over Conrail, Indpls & Service Rd, 04.75 S I-65	Bridge Deck Overlay	Bartholomew	Seymour	STBG	CN	2026	\$ 1,391,206	\$ 347,801	\$ 1,739,007	\$1,774,357	
2000347	45693	I65	Bridge Over I 65, 01.18 miles N US 31	Bridge Thin Deck Overlay	Bartholomew	Seymour	NHPP	CN	2026	\$ 9,000	\$ 1,000	\$ 10,000	\$1,317,500	
2000347	45693	I65	Bridge Over I 65, 01.18 miles N US 31	Bridge Thin Deck Overlay	Bartholomew	Seymour	NHPP	CN	2027	\$ 1,059,750	\$ 117,750	\$ 1,177,500		
2001561	42995	VARI	Statewide Various locations - Conflict Warning Systems	District Traffic Project	Various	Multiple	STBG	CN	2026	\$ 1,230,187	\$ 307,547	\$ 1,537,734	\$1,537,734	
2001788		MIS	Geotechnical on call - multiple locations throughout the state	Other Project Type	Various	Multiple	STBG	PE1	2026	\$ 2,400,000	\$ 600,000	\$ 3,000,000	\$30,983,399	
2002952		VARI	Software License for Statewide ATMS for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	\$ 450,000	\$ 50,000	\$ 500,000	\$500,000	
2002953		VARI	Statewide TMC Dispatcher Operations & Eng Support Contract for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	\$ 1,620,000	\$ 180,000	\$ 1,800,000	\$1,800,000	
2002955		VARI	Statewide O&M fee for CARS/511 (Cond., Acquisition & Reporting System) FY 26	Traffic Management System Project	Various	Multiple	STBG	PE1	2026	\$ 400,000	\$ 100,000	\$ 500,000	\$500,000	
2002956		VARI	Statewide INRIX Traffic Data for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	\$ 1,080,000	\$ 120,000	\$ 1,200,000	\$1,200,000	
2100157	44143	VARI	Various locations; SR 60 and Payne Kohler Rd • I-65 US 31 Lowell Rd	District Signal Project	Various	Seymour	STBG	CN	2026	\$ 1,104,000	\$ 276,000	\$ 1,380,000	\$1,380,000	
2100189	44142	VARI	Various locations through the Seymour District	District Pavement Marking Project	Various	Seymour	STBG	CN	2026	\$ 600,000	\$ 150,000	\$ 750,000	\$750,000	
2100195	44144	VARI	From SR 445 to SR 37	Other Project Type	Various	Seymour	STBG	CN	2026	\$ 1,600,000	\$ 400,000	\$ 2,000,000	\$2,000,000	
2100243	43775	11	4.84 miles S of SR 46 (Southern Crossing) to SR 46	District Pavement Project (Non-I)	Bartholomew	Seymour	STBG	CN	2026	\$ 2,880,208	\$ 720,052	\$ 3,600,260	\$4,437,112	
2100247	43787	46	0.31 miles E of SR 11 to 1.63 miles E of SR 11 (near Hege Ave)	Small Town Reconstruction Project	Bartholomew	Seymour	NHPP	CN	2028	\$ 7,886,310	\$ 1,971,578	\$ 9,857,888	\$11,438,605	
2100568	43771	58	over WHITE CREEK, 05.61 W I-65	District Bridge Project (Replacement)	Bartholomew	Seymour	STBG	CN	2026	\$ 120,000	\$ 30,000	\$ 150,000	\$4,672,779	
2100568	43771	58	over WHITE CREEK, 05.61 W I-65	District Bridge Project (Replacement)	Bartholomew	Seymour	STBG	CN	2027	\$ 3,187,596	\$ 796,899	\$ 3,984,495		
2100601	43744	7	over LITTLE SAND CREEK, 01.81 S US 31	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2026	\$ 192,945	\$ 48,236	\$ 241,181	\$241,181	
2100998		SR11	SR 11 over UNT, 3.1 miles S of SR 46	Small Structure Replacement	Bartholomew	Seymour	STBG	CN	2026	\$ 307,502	\$ 76,875	\$ 384,377	\$419,377	
2100999		SR 11	SR 11 over UNT, 4.7 miles S of SR 46	Small Structure Replacement	Bartholomew	Seymour	STBG	CN	2026	\$ 318,809	\$ 79,702	\$ 398,511	\$413,511	
2101135		46	WB SR 46 to EB SR 46 -Old SR 46 aka Lindsey Street & 2nd Street	HMA Overlay, Preventive Maintenance	Barthomoew	Seymour	STBG	CN	2028	\$ 118,444	\$ 29,611	\$ 148,055	\$148,055	
2101642		MIS	Post-Const. BMP Program Implementation/MS4 MCM5 – Various Locations	Other Project Type	Various	Multiple	STBG	PE	2026	\$ 885,840	\$ 221,460	\$ 1,107,300	\$3,318,400	
2200197	44279	31	The intersection of US 31 and Co Rd. 800 N, approx. 1 mile north of I-65	Intersection Improvement Project	Bartholomew	Seymour	NHPP	CN	2026	\$ 200,000	\$ 50,000	\$ 250,000	\$1,672,033	
2200197	44279	31	The intersection of US 31 and Co Rd. 800 N, approx. 1 mile north of I-65	Intersection Improvement Project	Bartholomew	Seymour	NHPP	CN	2027	\$ 894,818	\$ 223,705	\$ 1,108,523		
2200492	44454	7	over Brush Creek, 0.09 mile N of US 31	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2027	\$ 8,000	\$ 2,000	\$ 10,000	\$1,843,134	
2200551	45306	46	over Fishers Fork, 02.01 miles W of SR 9	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	NHPP	CN	2027	\$ 138,734	\$ 34,683	\$ 173,417	\$341,432	
2200593		SR 58	Over UNT South Fork White Creek, 6.84 miles E of SR 258	Small Structure Replacement with Bridge	Bartholomew	Seymour	STBG	CN	2027	\$ 622,641	\$ 155,660	\$ 778,301	\$1,076,474	
2200617	44407	46	over East Fork White River, 00.12 mile E of SR 11	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	NHPP	CN	2027	\$ 1,742,175	\$ 435,544	\$ 2,177,719	\$3,036,719	
2200939	44476	VARI	I-275, 1.9 miles N of Exit 17 to 3500' S of Exit 17, from Ohio SL to Kentucky SL	Other Project Type	Various	Seymour	STBG	CN	2027	\$ 600,000	\$ 150,000	\$ 750,000	\$1,026,300	
2200940	44451	VARI	Seymour District Systemic Safety - New or Slotted Left Turn (No ROW)	Other Project Type	Various	Seymour	STBG	CN	2027	\$ 2,112,000	\$ 528,000	\$ 2,640,000	\$3,205,000	
2201149	44690	VARI	Traffic Signal Modernizations at various locations in Seymour District	District Signal Project	Various	Seymour	STBG	CN	2027	\$ 760,000	\$ 190,000	\$ 950,000	\$1,187,875	
2201179		VARI	Statewide Cell Service Communications for Signals and ITS Devices for FY 26	Traffic Management System Project	Various	Multiple	STBG	PE1	2026	\$ 1,000,000	\$ 250,000	\$ 1,250,000	\$1,250,000	
2201180		VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	Traffic Management System Project	Various	Multiple	STBG	CN	2026	\$ 280,000	\$ 70,000	\$ 350,000	\$350,000	
2201241		VARI	Engineering On-call Consultant Review Services O220501 Various Locations	Other Type Project (Miscellaneous)	Various	Multiple	NHPP	PE	2026	\$ 2,200,000	\$ 550,000	\$ 2,750,000	\$13,650,000	
2201247	44741	1019	High Mast Tower Lighting Replacement at various interchanges	Lighting Project (New/Modernized)	Various	Multiple	STBG	CN	2027	\$ 3,113,272	\$ 778,318	\$ 3,891,590	\$3,891,590	
2201711	44801	VARI	Seymour District ITS & Signal Maintenance Contract - FY 26	Traffic Management System Project	Various	Seymour	STBG	CN	2026	\$ 133,415	\$ 33,354	\$ 166,769	\$166,769	

DES Number	Contract Number	Route	Location	Work Type	County	District	Funding Category	Phase	Fiscal Year	Federal Funds	Match Funds	Phase Total	Project Total Cost	Amendment Date
2300076		000C	Statewide Underwater Bridge Inspection FY-24 through FY-27	State Bridge Inspection	Various	Multiple	STBG	PE1	2026	\$ 320,000	\$ 80,000	\$ 400,000	\$2,000,000	
2300076		000C	Statewide Underwater Bridge Inspection FY-24 through FY-27	State Bridge Inspection	Various	Multiple	STBG	PE1	2027	\$ 320,000	\$ 80,000	\$ 400,000		
2300077		000C	Statewide Vertical Clearance over/under bridges. FY-24 through FY-27	State Bridge Inspection	Various	Multiple	STBG	PE1	2026	\$ 80,000	\$ 20,000	\$ 100,000	\$900,000	
2300077		000C	Statewide Vertical Clearance over/under bridges. FY-24 through FY-27	State Bridge Inspection	Various	Multiple	STBG	PE1	2027	\$ 80,000	\$ 20,000	\$ 100,000		
2300077		000C	Statewide Vertical Clearance over/under bridges. FY-24 through FY-27	State Bridge Inspection	Various	Multiple	STBG	PE1	2028	\$ 80,000	\$ 20,000	\$ 100,000		
2300110	45208	VARI	Columbus NGA Parking Lot	Institutional Road Project	Bartholomew	Seymour	STBG	CN	2026	\$ 177,282	\$ 44,321	\$ 221,603	\$279,503	
2300274	44987	VARI	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Other Type Project (Misc)	Various	Multiple	STP	CN	2026	\$ 15,958,569	\$ 3,989,642	\$ 19,948,211	\$75,765,370	
2300274	44987	VARI	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Other Type Project (Misc)	Various	Multiple	STP	CN	2027	\$ 21,794,319	\$ 5,448,580	\$ 27,242,899		
2300274	44987	VARI	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Other Type Project (Misc)	Various	Multiple	STP	CN	2028	\$ 15,190,289	\$ 3,797,572	\$ 18,987,861		
2300290		1030	Tunnels throughout the State	State Bridge Inspection	Various	Multiple	STBG	PE	2026	\$ 400,000	\$ 100,000	\$ 500,000	\$1,388,370	
2300290		1030	Tunnels throughout the State	State Bridge Inspection	Various	Multiple	STBG	PE	2027	\$ 400,000	\$ 100,000	\$ 500,000		
2300597		1	Multiple Bridge locations throughout the state	Other Project Type	Bartholomew	Multiple	STBG	PE	2026	\$ 2,400,000	\$ 600,000	\$ 3,000,000	\$12,000,000	
2300733	45229	9	SR 9 Bridge over CLIFTY CREEK, 00.53 mi N SR 46	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2028	\$ 205,588	\$ 51,397	\$ 256,985	\$256,985	
2300928		SR 58	SR 58 Bridge over Branch White Cr. 07.92 mile W 165	Bridge Thin Deck Overlay	Bartholomew	Seymour	STBG	CN	2028	\$ 124,950	\$ 31,238	\$ 156,188	\$156,188	
2301236	45679	VARI	Various locations in the Seymour District	Signal Project (New/Modernized)	Various	Seymour	STBG	CN	2028	\$ 2,665,240	\$ 666,310	\$ 3,331,550	\$3,331,550	
2301237	45680	1019	Various RPM Locations Within the Seymour District	Pavement Marking Project	Various	Seymour	STBG	CN	2028	\$ 600,000	\$ 150,000	\$ 750,000	\$750,000	
2400077		1030	HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist.	Planning/Feasibility/Corridor Study Project	Various	Multiple	STBG	PE1	2026	\$ 262,781	\$ 65,695	\$ 328,476	\$1,334,750	
2400077		1030	HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist.	Planning/Feasibility/Corridor Study Project	Various	Multiple	STBG	PE1	2027	\$ 268,881	\$ 67,220	\$ 336,101		
2400077		1030	HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist.	Planning/Feasibility/Corridor Study Project	Various	Multiple	STBG	PE1	2028	\$ 275,133	\$ 68,783	\$ 343,916		
2400095		MIS	Noise Analysis Tech. Review Support - Small Purchase Contract - Statewide	Other Project Type	Various	Multiple	STBG	PE1	2026	\$ 200,000	\$ 50,000	\$ 250,000	\$500,000	
2400543		1030	Various bridges around the state.	State Bridge Inspection	Various	Multiple	STBG	PE1	2026	\$ 400,000	\$ 100,000	\$ 500,000	\$1,000,000	
2400601	T-45607	VARI	6 locations; 2 in Shelby County	Lighting Installation/Maintenance	Shelby	Greenfield	HSIP	CN	2028	\$ 3,397,209	\$ -	\$ 3,397,209	\$3,417,209	
2400803		VARI	Statewide ATMS Camera/Comms/Detection/DMS Replacements - FY 27	Traffic Management System Project	Various	Multiple	NHPP	CN	2027	\$ 270,000	\$ 30,000	\$ 300,000	\$300,000	
2400804		VARI	Software License for Statewide ATMS for FY 27	Traffic Management System Project	Various	Multiple	NHPP	PE	2027	\$ 450,000	\$ 50,000	\$ 500,000	\$500,000	
2400806		VARI	Statewide TMC Dispatcher Operations & Eng Support Contract for FY 27	Traffic Management System Project	Various	Multiple	NHPP	PE	2027	\$ 1,620,000	\$ 180,000	\$ 1,800,000	\$1,800,000	
2400807		VARI	Statewide O&M fee for CARS/511 (Cond, Acquisition & Reporting System) FY 27	Traffic Management System Project	Various	Multiple	STBG	PE	2027	\$ 400,000	\$ 100,000	\$ 500,000	\$500,000	
2400808		VARI	Statewide INRIX Traffic Data for FY 27	Traffic Management System Project	Various	Multiple	NHPP	PE	2027	\$ 1,080,000	\$ 120,000	\$ 1,200,000	\$1,200,000	
2400809		VARI	Statewide Cell Service for Communications for Signals, ITS Devices for FY 27	Traffic Management System Project	Various	Multiple	STBG	PE	2027	\$ 1,000,000	\$ 250,000	\$ 1,250,000	\$1,250,000	
2400810		VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 27	Traffic Management System Project	Various	Multiple	STBG	CN	2027	\$ 280,000	\$ 70,000	\$ 350,000	\$350,000	
2400816	45710	VARI	Seymour District ITS & Signal Maintenance Contract - FY 27	Traffic Management System Project	Various	Seymour	STBG	CN	2027	\$ 209,565	\$ 52,391	\$ 261,956	\$261,956	
2400818		VARI	Statewide INRIX Traffic Data for FY 28	Traffic Management System Project	Various	Multiple	NHPP	PE1	2028	\$ 1,080,000	\$ 120,000	\$ 1,200,000	\$1,200,000	
2400819		VARI	Software License for Statewide ATMS for FY 28	Traffic Management System Project	Various	Multiple	NHPP	PE1	2028	\$ 675,000	\$ 75,000	\$ 750,000	\$750,000	
2400820		VARI	Statewide O&M fee, CARS/511 (Con, Acquisition & Reporting) FY 28	Traffic Management System Project	Various	Multiple	STBG	PE1	2028	\$ 400,000	\$ 100,000	\$ 500,000	\$500,000	
2400821		VARI	Statewide TMC Dispatcher Operations & Eng Support Contract for FY 28	Traffic Management System Project	Various	Multiple	NHPP	PE1	2028	\$ 1,620,000	\$ 180,000	\$ 1,800,000	\$1,800,000	
2400823		VARI	Statewide ATMS Camera/Comms/Detection/DMS Replacements - FY 28	Traffic Management System Project	Various	Multiple	NHPP	CN	2028	\$ 450,000	\$ 50,000	\$ 500,000	\$500,000	
2400824		VARI	Statewide Cell Service, Communications for Signals and ITS Devices for FY 28	Traffic Management System Project	Various	Multiple	STBG	PE1	2028	\$ 1,000,000	\$ 250,000	\$ 1,250,000	\$1,250,000	
2400825		VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 28	Traffic Management System Project	Various	Multiple	STBG	CN	2028	\$ 400,000	\$ 100,000	\$ 500,000	\$500,000	
2400831	45713	VARI	Seymour District ITS & Signal Maintenance Contract - FY 28	Traffic Management System Project	Various	Seymour	STBG	CN	2028	\$ 428,290	\$ 107,072	\$ 535,362	\$535,362	
2401268	B-45793	I65	CR 300 N/Lowell Road bridge over I 65, 3.05 Miles N of SR 46	Bridge Replacement	Bartholomew	Seymour	NHPP	PE	2026	\$ 450,000	\$ 50,000	\$ 500,000	\$4,950,000	
2401268	B-45793	I65	CR 300 N/Lowell Road bridge over I 65, 3.05 Miles N of SR 46	Bridge Replacement	Bartholomew	Seymour	NHPP	RW	2027	\$ 18,000	\$ 2,000	\$ 20,000		
2401268	B-45793	I65	CR 300 N/Lowell Road bridge over I 65, 3.05 Miles N of SR 46	Bridge Replacement	Bartholomew	Seymour	NHPP	CN	2028	\$ 27,000	\$ 3,000	\$ 30,000		
2401268	B-45793	I65	CR 300 N/Lowell Road bridge over I 65, 3.05 Miles N of SR 46	Bridge Replacement	Bartholomew	Seymour	NHPP	CN	2029	\$ 3,960,000	\$ 440,000	\$ 4,400,000		

Grouped Projects List for Columbus Area Metropolitan Planning Organization (CAMPO), Bartholomew County, Seymour District

Grouped Project Category	2026 <i>(State FY: July 1, 2025 - June 30, 2026)</i>	2027 <i>(State FY: July 1, 2026 - June 30, 2027)</i>	2028 <i>(State FY: July 1, 2027 - June 30, 2028)</i>	2029 <i>(State FY: July 1, 2028 - June 30, 2029)</i>	2030 (Illustrative) <i>(State FY: July 1, 2029 - June 30, 2030)</i>
Pavement Preservation <i>Includes PPI projects, 1 & 2 lay overlays</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge, Culvert and Small Structure Preservation <i>Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Signing, marking, striping and rumble strips	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic signal system improvements and lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Median guardrail/cable projects with no change to access	\$ -	\$ -	\$ -	\$ -	\$ -
Rail crossing protection	\$ -	\$ -	\$ -	\$ -	\$ -
Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -
Commuter ridesharing programs	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide and non-construction activities	\$ -	\$ -	\$ -	\$ -	\$ -
Operating assistance to transit agencies	\$ -	\$ -	\$ -	\$ -	\$ -
Purchase of new buses to replace existing vehicles	\$ -	\$ -	\$ -	\$ -	\$ -
Rehabilitation of transit vehicles	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -

Federal Regulations permit projects that are not considered to be of appropriate scale for individual listing to be combined or Grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's Transportation Conformity Regulations (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.

There are no funds allocated for the Grouped Projects in the original TIP. However, as the TIP is amended, new projects can be added to this Group Projects table through a CAMPO Administrative Modification (assuming the project meets all criteria). Then said changes will be processed accordingly base on STIP requirements and criteria for modifications and amendments.

Amendment/Modification Criteria

OVERVIEW

The TIP is a living document that periodically is updated to address changes in projects. Examples of changes include altering funding source, moving projects to a new year, increasing total project cost, separating contract into multiple projects, and/or adding new projects into the TIP. Each MPO is permitted to set their standards for how TIP changes are processed. The MPO determines what is considered an Amendment to be reviewed by the Policy Board, and what is considered an Administrative Modification to be processed by staff. Once a change is approved by the MPO, it is then sent to INDOT to be processed into the STIP. INDOT has defined their own thresholds for STIP changes.

CRITERIA

The following list and table shall be used to determine the appropriate procedure for a proposed TIP change. The procedure options are Administrative Modification, Minor Amendment, or Major Amendment (see the “Procedures” section for descriptions and process requirements).

The following criteria describe what qualifies as an Administrative Modification:

- **Grouped Projects:** The proposed change qualifies as a Grouped Project (as noted on page 20).
- **Errors/Formatting:** Correcting obvious minor data entry errors or re-formatting to improve clarity.
- **Splitting/Combing:** Splitting or combining projects/phases without modifying the original project/phase intent or total project/phase cost.
- **Description:** Changing or clarifying elements of a project description without modifying the original project intent.
- **Funding Category:** Moving a project from one funding category to another as long as there is no impact on fiscal constraint.
- **Date/Fiscal Year:** Shifting the schedule of a project or phase within the years covered by the TIP as long as there is no impact on fiscal constraint.
- **MPO Funds Trade:** Executing a trade with another MPO on behalf of CAMPO if the TIP remains fiscally constrained.
- **Additional Funds Available:** If additional funds become available (examples include new bill being passed, additional allocation from INDOT, MPO Trade, etc.), adding funds to existing projects (new projects/phases require approval from the Policy Board). Additional fund allocations must maintain the appropriate maximum funding split (80%/20% or 90%/10% based on funding source). The local match may need to be updated and off-set based on funding source (80%/20% or 90%/10% per funding source). Funds are to generally be evenly distributed between LPAs (aka City of Columbus and Bartholomew County) with priority to Construction (CN) Phase.
- **Deleting Project/Deleting Phase/Reducing Funds:** Deleting a project or phase from the TIP and/or reducing a project’s funds. (However, how the funds are re-allocated must be vetted for appropriate procedure).

Some changes depend on the project details to determine whether it should be processed as an Administrative Modification, Minor Amendment, or Major Amendment. Review the following table to determine appropriate procedure:

Project Criteria	Local Sponsored Projects				INDOT Projects	
	Using CAMPO Funds		Using Other Federal		Minor	Significant to MPA
	Minor	Significant to MPA	Minor	Significant to MPA		
New Project (one or many phases - PE, RW, UT, CE, or CN)	Minor Amend.	Major Amend.	Admin. Mod.	Minor Amend.	Admin. Mod.*	Major Amend.*
New Phase of Existing Project (adding PE, RW, UT, CE, or CN)	Minor Amend.	Major Amend.	Admin. Mod.	Minor Amend.	Admin. Mod.	Minor Amend.
More Money Needed for Existing Phase (up to 50% increase)	Admin. Mod.	Admin. Mod.	Admin. Mod.	Admin. Mod.	Admin. Mod.	Admin. Mod.
More Money Needed for Existing Phase (at/over 50% increase)	Minor Amend.	Major Amend.	Admin. Mod.	Minor Amend.	Admin. Mod.	Admin. Mod.

**New INDOT Projects must be sent to the Technical Committee for input in determining if the project is "Minor" (Admin. Mod.) or "Significant to the MPA" (Major Amend.).*

- **Project Significant to MPA:** A project typically larger in scale and cost. These projects will typically affect a larger group of citizens either by project scope (size or complexity) or project location (higher classification streets). This includes projects that may be impacted by their interaction with the locally adopted Thoroughfare Plan, Bicycle and Pedestrian Plan, or Comprehensive Plan. Types of projects include bridge replacement, new streets, street reconfiguration, or adding traffic lanes.
- **Minor Project:** A project that is smaller in scale and cost. These projects will typically affect a smaller group of citizens either by project scope (size or complexity) or project location (lower classification streets). Types of projects include sidewalks or a traffic signal modification. INDOT Grouped Projects also fall under this category.

FTA Projects: Per INDOT guidelines on STIP changes related to transit in the "State Transportation Improvement Program Guide to Transit STIP Document Submissions", a baseline list of transit projects is submitted with this TIP. Any additions or changes to that list must follow the guidelines for STIP modifications and amendments. Per said guidelines, certain changes are treated as an amendment regardless of an MPO's internal process; in such cases public review and comment is required. See said guidebook for additional information.

PROCEDURES

Determination of Procedure: If a proposed change is unclear, staff may send the request to the Technical Committee for input. For any new INDOT Project(s), staff shall send the proposed change to Technical Committee for input to determine whether the project is "Minor" (Administrative Modification) or "Significant to the MPA" (Major Amendment). If the project is deemed "Significant to the MPA", any comments generating during the determination shall be forwarded to the Policy Board. An additional Technical Committee meeting is not required.

Administrative Modification – Changes by staff: If a TIP change meets the criteria noted above as an Administrative Modification, changes to the TIP will be made by staff. The proposed change is not required to be reviewed by Technical Committee. All changes will be tracked either through a memo or TIP changes log and shared with the Policy Board and public at the next Policy Board meeting for information only. Said documentation will also be posted on the CAMPO website.

Minor Amendment – Policy Board vote via email: If a TIP change meets the criteria noted above as a Minor Amendment, the change must be reviewed by the Policy Board. The proposed change is not required to be reviewed by Technical Committee. A memo describing the project and corresponding Resolution will be distributed to the Policy Board members via email. Members must respond with a vote. No response is considered an abstain. The Amendment must be approved by a majority of the membership (a quorum) and the Resolution signed before it can be implemented into the TIP. Any Policy Board member may instead request that the proposed Amendment be referred to the next Policy Board meeting for consideration. If the proposed change fails (for lack of quorum or vote to deny), the proposed change is then forwarded to a Policy Board meeting to allow additional discussion and consideration. Any approved Resolution will be posted on the CAMPO website associated with the TIP.

Major Amendment – Policy Board vote at meeting: If a TIP change meets the criteria noted above as a Major Amendment, the change must be reviewed by the Policy Board at a public meeting. The proposed change shall also be reviewed by Technical Committee. The Technical Committee shall have a meeting scheduled prior to the Policy Board meeting. Technical Committee members may attend the meeting or send in comments on behalf of their department/organization. Staff shall create a memo or other documentation to clearly describe the specific change. The memo, any corresponding TIP document changes, and corresponding Resolution will be provided to the Policy Board and public at the next Policy Board meeting for consideration. Any Technical Committee comments shall be shared at the Policy Board meeting. Any approved Resolution will be posted on the CAMPO website associated with the TIP.

EMERGENCY AMENDMENT CRITERIA AND PROCEDURE

Criteria: A TIP change meets the Major Amendment criteria noted above and, thus, the change cannot move forward without a Policy Board meeting. However, (1) a Policy Board meeting is not soon, or cannot be immediately organized, and (2) the public will be harmed by delaying the project because of safety, fiscal prudence, road condition, or other public disbenefits.

Procedure: The proposed change shall be reviewed by Technical Committee via email. Any comments generated during said review shall be forwarded to the Policy Board. A memo describing the project and reasons for its urgency and corresponding Resolution will be distributed to the CAMPO Policy Board members via email. Members must respond with a vote. No response is considered an abstain. The Amendment must pass by majority of the membership (a quorum) and the Resolution signed before it can be implemented into the TIP. Any Policy Board member may instead request that the proposed Amendment be referred to the next Policy Board meeting for consideration. If the proposed change fails (for lack of quorum or vote to deny), the proposed change is then forwarded to a Policy Board meeting to allow additional discussion and consideration. Any approved Resolution, memo, and corresponding document changes will be provided to the public by being posted on the CAMPO website.

EVALUTION OF FACILITIES REQUIRING REPEATED REPAIRS

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

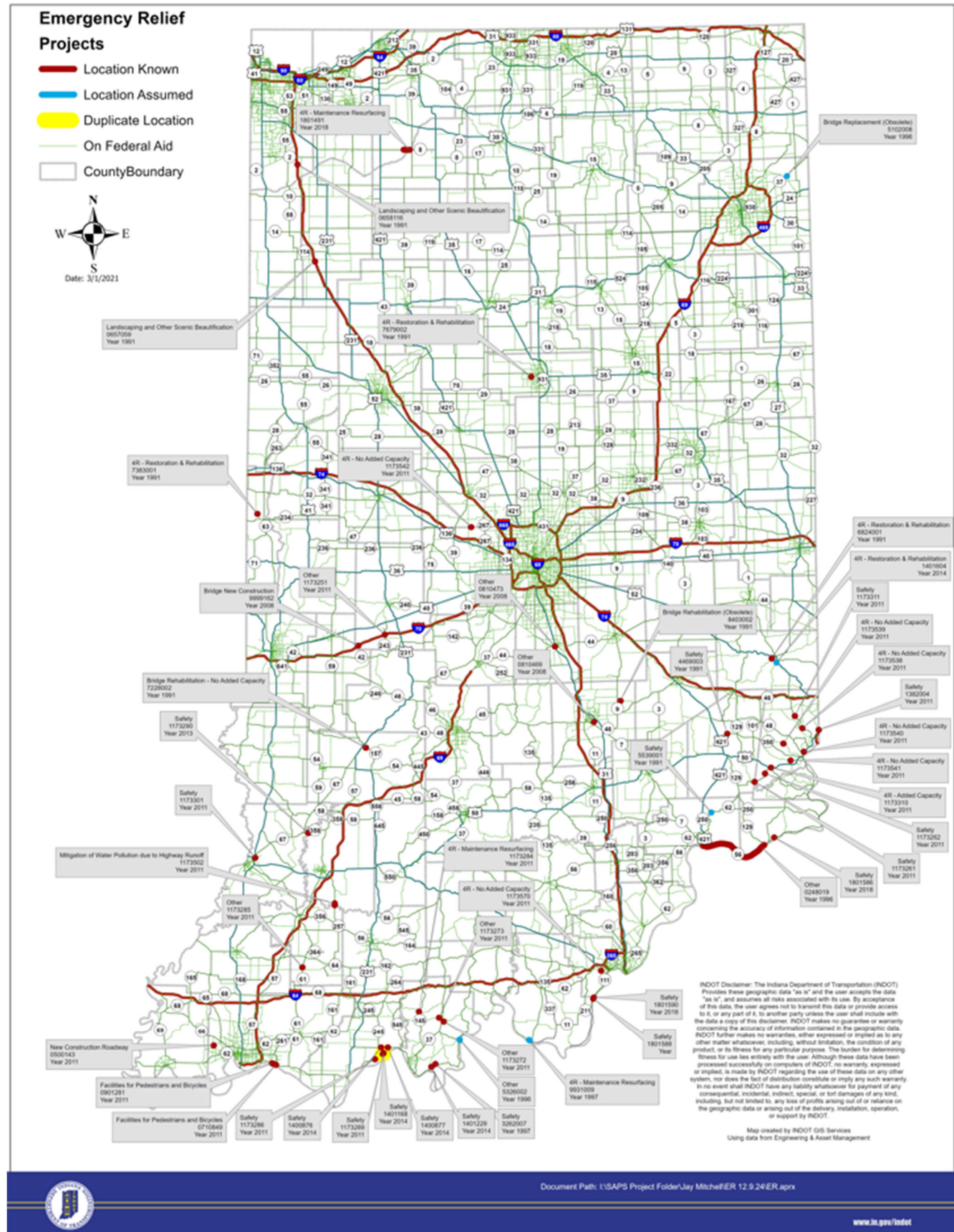
Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. To comply with this 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 have taken place are illustrated on the map shown on the next page. INDOT has identified only one location where two permanent repairs caused by different events occurred 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.

- **Reasonable Alternatives:** Reasonable alternatives include options that could partially or fully meet transportation needs described in applicable Federal, State, local and tribal plans and programs, including the Long-Range Statewide Transportation Plan, and the Statewide Transportation Improvement Plan (STIP)
- **Evaluation Cycle:** In establishing its evaluation cycle, the State DOT should consider how the evaluation can best inform the State DOT's preparation of its asset management plan and STIP.
- **Consideration of Evaluations in Decisions:** Beginning on November 23, 2020, for all roads, highways, and bridges not included in the evaluation prepared under paragraph (a) of this section, the State DOT must prepare an evaluation that conforms with this part for the affected portion of the road, highway, or bridge prior to including any project relating to such facility in its STIP.
- **Emergency Repairs in CAMPO MPA:** In the CAMPO Metropolitan Planning Area, INDOT records show one location where emergency repairs have been made. The event was a one-time occurrence, and the location has not experienced a second emergency repair. The facility and location are described below.

DES# 0810469

Fiscal Year Disaster: 2008

Project Description: ST1001, BOX CULVERT REPLACEMENT, 2.35 MILES N OF SR-46 ON INDIANAPOLIS ROAD, BARTHOLOMEW COUNTY, R-31844



APPENDICES

APPENDIX A: COMMON ACRONYMS AND TERMS

3-C	Continuing, Comprehensive and Cooperative Planning Process
ADA	Americans with Disabilities Act
CAC	Citizens Advisory Committee
CAMPO	Columbus Area Metropolitan Planning Organization
CE	Construction Engineering
CMAQ	Construction Mitigation and Air Quality
CN	Construction
CY	Calendar Year
DES#	Designation Number
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
INDOT	Indiana Department of Transportation
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHFP	National Highway Freight Program
NHS	National Highway System
PE	Preliminary Engineering
PL Funds	Planning Funds
RR	Railroad
RW	Right-of-way
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TA	Transit Alternatives
TAC	Transit Advisory Committee
TAMP	Transportation Asset Management Plan
TAM Plan	Transit Asset Management Plan
TC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
UT	Utilities

APPENDIX B: CAMPO POLICY BOARD AND TECHNICAL ADVISORY COMMITTEE**POLICY BOARD**

The CAMPO Policy Board consists of seven voting members and two ex-officio members made up of representatives from local agencies. Each board member may appoint an alternate with the approval of the board. The Policy Board is CAMPO's decision-making body.

Agency	Current Representative
City of Columbus Mayor	Mary Ferdon
Bartholomew County Commissioners	Tony London
Bartholomew County Council	Kim Bennett
Columbus City Council	Tom Dell
Bartholomew County Plan Commission	Tom Finke
Columbus Plan Commission	Dennis Baute
INDOT Seymour District	Becky Packer
Federal Highway Administration – Indiana Division (<i>non-voting</i>)	FHWA Rep.
Federal Transit Administration – Region 5 (<i>non-voting</i>)	FTA Rep.

TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee includes transportation and planning specialists from CAMPO's Metropolitan Planning Area, as well as representatives from INDOT, FHWA, and FTA. The purpose of the committee is to review amendments to the Transportation Improvement Program and other Policy Board agenda items, and to make recommendations to the board.

Agency	Current Representative
Bartholomew County Engineer	Danny Hollander
Columbus City Engineer	Andrew Beckort
Columbus-Bartholomew County Planning Director	Jeff Bergman
Columbus Transit Transportation Director	Matt Dudukovich
Columbus Police Chief	Steve Norman
Columbus Municipal Airport Director	Brian Payne
Columbus City Utilities Director	Roger Kelso
Columbus-Bartholomew GIS Coordinator	Jeff Lucas
Columbus Parks & Recreation Director	Mark Jones
Bartholomew Consolidated School Corporation Transportation Director	Anthony McKeand
INDOT Office of Technical Planning	Emmanuel Nsonwu
INDOT Office of Transit	Brian Jones
INDOT Seymour District	Becky Packer
Federal Highway Administration – Indiana Division	FHWA Rep.
Federal Transit Administration – Region 5	FTA Rep.

APPENDIX C: TRANSPORTATION PLANNING PROCESS CERTIFICATION – CALENDAR YEAR 2026

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION – Calendar Year 2026**


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

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

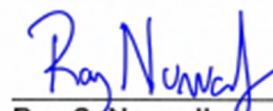
**Columbus Area Metropolitan
Planning Organization**


Ashley Beckort

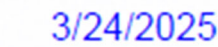
CAMPO Manager
Title


Date

Indiana Department of Transportation


Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title


Date

APPENDIX D: SUPPORT FOR INDOT PERFORMANCE MEASURE TARGETS - LETTER

City of Columbus – Bartholomew County
Planning Department

123 Washington Street
Columbus, Indiana 47201
Phone: (812) 376-2550
Fax: (812) 376-2643



October 23, 2024

Mike Holowaty, Manager of Traffic Safety
Indiana Department of Transportation
100 N. Senate Avenue
Indianapolis, IN 46204

RE: 2025 Safety Target Performance Measures

Dear Mr. Holowaty:

The Columbus Area Metropolitan Planning Organization (CAMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2025 safety targets for the performance measures listed below. The Indiana Statewide Targets were established jointly with the Indiana Criminal Justice Institute (CJI) and the Indiana MPO Council. The INDOT 2025 safety targets for the State of Indiana are based on five-year averages.

2025 Safety Targets	
<i>(Based on 2% yearly straight line reduction starting in 2021)</i>	
Number of Fatalities	812.4
Fatality Rate (per 100 MVMT)	1.009
Number of Serious Injuries	3031.9
Serious Injury Rate (per 100 MVMT)	3.402
Number of Non-motorized Fatalities and Serious Injuries	363.4

The CAMPO Policy Board agrees to support the 2025 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. CAMPO will support the safety targets by incorporating planning activities, programs and projects in the Metropolitan Transportation Plan and Transportation Improvement Program. The CAMPO Policy Board approved this action at a meeting on October 23, 2024. The approved resolution of the meeting is attached.

Sincerely,

Ashley Beckort
MPO Manager

cc: Roy Nunnally, INDOT Director Technical Planning and Programming
Jay Mitchell, INDOT Transportation Planning Supervisor

APPENDIX D: SUPPORT FOR INDOT PERFORMANCE MEASURE TARGETS - RESOLUTION

RESOLUTION 2024-09

**RESOLUTION TO SUPPORT INDIANA DEPARTMENT OF TRANSPORTATION
2025 SAFETY TARGETS FOR THE SAFETY PERFORMANCE MEASURES**

WHEREAS, the Federal Highway Administration (FHWA) has established five safety performance measures under the Transportation Performance Management Program; and

WHEREAS, the Indiana Department of Transportation (INDOT), as a State Department of Transportation, and CAMPO, as a Metropolitan Planning Organization, are required to establish calendar year 2025 targets for each of the five safety performance measures; and

WHEREAS, CAMPO has elected to plan and program projects so that they contribute towards the accomplishment of INDOT's five performance measures for 2025, and to coordinate with INDOT on those projects within the CAMPO MPA. The performance measures are Number of Fatalities, Fatality Rate per 100 MVT, Number of Serious Injuries, Serious Injuries Rate per 100 MVT, Number of Non-Motorized Fatalities and Serious Injuries.

NOW THEREFORE BE IT RESOLVED that the CAMPO Policy Board agrees to support INDOT's 2025 safety performance measures targets by incorporating planning activities, programs and projects in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Approved on October 23, 2024



Tom Finke, Chair



Ashley Beckort, CAMPO Manager

APPENDIX E: CAMPO CALL-FOR-PROJECTS REQUEST FORM – SHEET 1 OF 2



Transportation Improvement Program Project Request Form

INSTRUCTIONS AND SCHEDULE

Please use this form to request that a project be considered for inclusion in the FY 2026-2030 Transportation Improvement Program (TIP). Complete all parts of the form and attach any requested materials. Return the form and materials by mail or email. If questions, please call 812-376-2553.

Address: Columbus Area MPO, 123 Washington Street, Columbus, IN 47201

Email: ashleybeckort@columbus.in.gov

Oct. 28, 2024	Applications available	Feb 2025	Project Review by Technical Committee
Dec. 13, 2024	Applications due	Feb 2025	Project Review / approval by Policy Board

BACKGROUND AND FUNDING

Each year, CAMPO receives an allocation of Federal funding for transportation projects. CAMPO's allocation varies each year, depending on funding approved by Congress. Funding categories and estimated allocations are given below. The Federal allocation for FY 2025 is estimated as \$2,489,742.

Funding Category	Link to More Information	Fed/Local Share	Est. FY 2025
Surface Transportation Block Grant Program (STBG)	https://www.fhwa.dot.gov/specialfunding/stp/	80% / 20%	\$1,681,968
Highway Safety Improvement Program (HSIP)	https://highways.dot.gov/safety/hsip	90% / 10%	\$302,784
Transportation Alternatives (TA)	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm	80% / 20%	\$211,254

INFORMATION ABOUT THE PROJECT BEING PROPOSED

1. Project Sponsor/Public Agency:

Eligible sponsors may include local governments, regional transportation authorities and transit agencies. Project sponsors must have a certified Local Public Agency Employee in Responsible Charge (LPA ERC). In most cases, non-profits or advocacy groups are not eligible to be direct grant recipients, but may work with an eligible agency to apply. (For more information, see INDOT's LPA Program Guidance at <http://www.in.gov/indot/2390.htm>.)

<input type="checkbox"/> City of Columbus	<input type="checkbox"/> Bartholomew County	<input type="checkbox"/> ColumBUS Transit	<input type="checkbox"/> Other _____
Contact Name (ERC):		Phone #:	
Address:		Email:	

2. Project Information:

Name:
Location:
Related projects, if any:

3. State the purpose of the project:

--

APPENDIX E: CAMPO CALL-FOR-PROJECTS REQUEST FORM – SHEET 2 OF 2

4. Estimated project costs and funding source for each phase / fiscal year:

Phase	Funding source	FY 2026*	FY 2027*	FY 2028	FY 2029	FY 2030
PE						
RW						
CN						
CE						
Totals						

*The TIP is fully programmed for FY 2026 and 2027.

5. Describe the project and attach a map showing the location (attach additional pages if needed):

6. Provide additional information as appropriate to support the need for the project (e.g. traffic/bicycle counts, accident report, land-use changes, etc.):

7. Project Criteria/Scoring: Explain why the criterion is met. Attach or provide links to maps, adopted plans, data, or other information to support your request (attach additional pages if needed):

Project Criteria	Max. Points	Explanation
Supported by the Metropolitan Transportation Plan (Long-Range Transportation Plan)	20	
Located in the Urban Area Boundary (UAB)	10	
Supports economic vitality	10	
Increases accessibility & improves quality of life	10	
Encourages transportation choices / multi-modal connectivity	10	
Improves safety and efficiency	10	
Prioritizes existing system preservation and maintenance	10	
Provides significant opportunities for public and stakeholder involvement in the planning process	10	
Benefits people with disabilities or low-income, minority, and older populations	10	
Other phases of the project have been in the TIP	10	

CERTIFICATION

I hereby certify that the information in this form is accurate.

Print Name

Signature

Date

APPENDIX F: TRANSIT ASSET MANAGEMENT PLAN – SHEET 1 OF 5

ColumBus Transit Asset Management Plan

Matthew Dudukovich Director of Transportation , Accountable Executive

Last modified by Matt Dudukovich on 03 Mar 25 at 15:04

Introduction

Existing service consists of ColumBus fixed route service and Call a Bus demand response shared ride service who because of a disability are unable to access the fixed route system. ColumBus service is provided primarily in Columbus, IN on five routes on one hour headways. ColumBus now operates five buses in fixed route service, and four buses in Call A Bus service. ColumBus Transit has responsibility for managing the Transit Depot at 850 Lindsey Street, Columbus Indiana.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	90%	80%	70%	60%	50%
	CU - Cutaway Bus	58%	44%	30%	16%	2%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	58%	44%	30%	16%	2%
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	50%	50%	50%	50%	50%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	44%	30%	16%	2%	
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	100%	100%	100%	100%	100%
	Maintenance	100%	100%	100%	100%	100%
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

Roles and Responsibilities

Department/Individual	Role (Title and/or Description)	Subrecipient
Columbus Transit/Matt Dudukovich	Director of DPW	NA
Columbus Transit/BethAnn Knot	Compliance Leader	NA

APPENDIX F: TRANSIT ASSET MANAGEMENT PLAN – SHEET 2 OF 5

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	17	6.1	124,734	\$215,678.35
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	0	-	-	-
BU - Bus	7	8.0	241,849	\$385,076.00
CU - Cutaway Bus	9	4.2	38,841	\$103,222.22
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	1	9.0	77,964	\$42,000.00
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	0	-	-	-
VN - Van	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Equipment	2	3.5	10,206	\$61,600.50
Non Revenue/Service Automobile	1	0.0	547	\$34,000.00
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	1	7.0	19,864	\$89,201.00
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Facilities	1	33.5	N/A	\$700,000.00
Administration	1	14.0	N/A	\$600,000.00
Maintenance	1	53.0	N/A	\$800,000.00
Parking Structures	0	-	N/A	-
Passenger Facilities	0	-	N/A	-
Custom 1	0	-	N/A	-
Custom 2	0	-	N/A	-
Custom 3	0	-	N/A	-

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	14	5.9	114,204	N/A	\$182,007.86	7%
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	0	-	-	N/A	-	-
BR - Over-the-road Bus	0	-	-	N/A	-	-
BU - Bus	6	5.2	152,530	N/A	\$374,518.33	0%
CU - Cutaway Bus	7	6.4	87,295	N/A	\$37,000.00	14%
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	0	-	-	N/A	-	-
MB - Mini-bus	0	-	-	N/A	-	-
MV - Mini-van	1	6.0	72,614	N/A	\$42,000.00	0%
RT - Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB - School Bus	0	-	-	N/A	-	-
SV - Sport Utility Vehicle	0	-	-	N/A	-	-
TB - Trolleybus	0	-	-	N/A	-	-
VN - Van	0	-	-	N/A	-	-
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Equipment	3	11.3	95,982	N/A	\$3,000.00	33%
Non Revenue/Service Automobile	2	9.5	32,133	N/A	\$3,000.00	50%
Steel Wheel Vehicles	0	-	-	N/A	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	N/A	-	-
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Facilities	2	31.0	N/A	2.8	\$700,000.00	N/A
Administration	1	12.0	N/A	3.5	\$600,000.00	N/A
Maintenance	1	50.0	N/A	2.0	\$800,000.00	N/A
Parking Structures	0	-	N/A	-	-	N/A
Passenger Facilities	0	-	N/A	-	-	N/A
Custom 1	0	-	N/A	-	-	N/A
Custom 2	0	-	N/A	-	-	N/A
Custom 3	0	-	N/A	-	-	N/A

APPENDIX F: TRANSIT ASSET MANAGEMENT PLAN – SHEET 3 OF 5

Decision Support

Investment Prioritization

Replace revenue vehicle first

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Budget driven process	Replacement Rolling Fleet 10 year plan

Risk Management

Risk	Mitigation Strategy
Loss of City Government Funds	Revenue Increase

Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
RevenueVehicles	BU - Bus	PM Maintenance	Every 6000 Miles	1	\$150
RevenueVehicles	CU - Cutaway Bus	PM Maintenance	Every 7500 Miles	1	\$75
RevenueVehicles	MV - Mini-van	PM Maintenance	Every 5000 Miles	1	\$75

Unplanned Maintenance Approach

Budgetary line item for vehicle/equipment/facility repairs

Overhaul Strategy

Asset Category	Asset Class	Overhaul Strategy
RevenueVehicles	BU - Bus	Engine overhaul is completed when mileage exceeds manufacture's recommendations
RevenueVehicles	CU - Cutaway Bus	Engine overhaul is completed when mileage exceeds manufacture's recommendations
RevenueVehicles	MV - Mini-van	Engine overhaul is completed when mileage exceeds manufacture's recommendations

Disposal Strategy

Asset Category	Asset Class	Disposal Strategy
RevenueVehicles	BU - Bus	After 10 years Buses will be retired according to salvage sale
RevenueVehicles	CU - Cutaway Bus	After 7 years Cutaways will be retired according to salvage sale
RevenueVehicles	MV - Mini-van	After 7 years mini-vans will be retired according to salvage sale

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

APPENDIX F: TRANSIT ASSET MANAGEMENT PLAN – SHEET 4 OF 5

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Fleet Replacement Module Output

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue/Service Automobile	20 Hyundai	Tucson		1	5NMJCCDE8SH459993	City of Columbus	2025	547	\$34,000.00
Facilities	Administration	Transit Depot			1		City of Columbus	2011	N A	\$600,000.00
Facilities	Maintenance	Garage			1			1972		\$800,000.00
RevenueVehicles	BU - Bus	1830 Gillig		29' Low Floor	1	15GGE2713J093342	City of Columbus	2018	205,126	\$448,422.00
RevenueVehicles	BU - Bus	1831 Gillig		29' Low Floor	1	15GGE2715J093343	City of Columbus	2018	284,201	\$448,422.00
RevenueVehicles	BU - Bus	1832 Gillig		29' Low Floor	1	15GGE2717J093344	City of Columbus	2018	269,486	\$448,422.00
RevenueVehicles	BU - Bus	1833 Gillig		29' Low Floor	1	15GGE2719J093345	City of Columbus	2018	277,996	\$448,422.00
RevenueVehicles	BU - Bus	1934 Gillig		29' Low Floor	1	15GGE2715K3093262	City of Columbus	2019	224,307	\$448,422.00
RevenueVehicles	BU - Bus	1935 Gillig		29' Low Floor	1	15GGE2715K3093263	City of Columbus	2019	212,290	\$448,422.00
RevenueVehicles	BU - Bus	0629 Gillig		29' Low Floor	1	15GGE291861090999	City of Columbus	2009	219,535	\$5,000.00
RevenueVehicles	CU - Cutaway Bus	11 Elkhart		ECE	1	1FDWE35L59DA25087	City of Columbus	2009	91,942	\$3,000.00
RevenueVehicles	CU - Cutaway Bus	12 Ford/Elkhart		ECE	1	1FDEE3FN7NDC08223	City of Columbus	2021	56,868	\$72,000.00
RevenueVehicles	CU - Cutaway Bus	13 Ford/Elkhart		ECE	1	1FDEE3FN9NDC08824	City of Columbus	2021	56,868	\$79,000.00
RevenueVehicles	CU - Cutaway Bus	14 Ford		E350	1	1FDEE3FN6SD002976	City of Columbus	2024	5,027	\$149,000.00
RevenueVehicles	CU - Cutaway Bus	15 Ford		E350	1	1FDEE3FN2SD003039	City of Columbus	2024	4,184	\$149,000.00
RevenueVehicles	CU - Cutaway Bus	16 Ford		E350	1	1FDEE3FN7SD003019	City of Columbus	2024	4,184	\$149,000.00
RevenueVehicles	CU - Cutaway Bus	17 Ford - Starcraft		158 E450 Super duty	1	1FDFE4F50GDC14108	City of Columbus	2016	121,714	\$30,000.00
RevenueVehicles	CU - Cutaway Bus	18 Ford		E350	1	1FDEE3FN6SD002976	City of Columbus	2024	5,513	\$149,000.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	1830	1	15GGE2713J093342	4	123976	448422	10 NO	
RevenueVehicles	BU - Bus	1831	1	15GGE2715J093343	4	173548	448422	10 NO	
RevenueVehicles	BU - Bus	1833	1	15GGE2719J093345	4	173452	448422	10 NO	
RevenueVehicles	BU - Bus	1934	1	15GGE2715K3093262	3	112156	448422	10 NO	
RevenueVehicles	BU - Bus	1935	1	15GGE2715K3093263	3	112510	448422	10 NO	
RevenueVehicles	BU - Bus	629	1	15GGE291861090999	13	219535	5000	10 NO	
RevenueVehicles	CU - Cutaway Bus	12	1	1FDEE3FN7NDC08223	1	17671	72000	7 NO	
RevenueVehicles	CU - Cutaway Bus	13	1	1FDEE3FN9NDC08824	1	16051	79000	7 NO	
RevenueVehicles	CU - Cutaway Bus	3	1	1GBJG31U071138276	15	223681	3000	7 NO	
RevenueVehicles	CU - Cutaway Bus	17	1	1FDFE4F50GDC14108	6	109034	30000	7 NO	
RevenueVehicles	CU - Cutaway Bus	5	1	1FDEE3F54GDC46324	5	109838	30000	7 NO	
RevenueVehicles	CU - Cutaway Bus	10	1	1FDEE3F53HDC37809	5	91665	42000	7 NO	
RevenueVehicles	MV - Mini-van	8	1	57WMD2C69GM10019	6	72614	42000	7 NO	
RevenueVehicles	CU - Cutaway Bus	11	1	1FDWE35L59DA25087	12	43124	3000	7 Yes	

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	4	1	1GBDV13WX8D211921	15	44,402	\$3,000.00	7	Yes
Equipment	Non Revenue/Service Automobile	18	1	3C7WRLEL1JG118305	4	19,864	\$3,000.00	7	No
Equipment	CU - Cutaway Bus	3	1	1GBJG31U071138276	15	223,681	\$3,000.00	7	NO

APPENDIX F: TRANSIT ASSET MANAGEMENT PLAN – SHEET 5 OF 5

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Administration	Depot	1		12	3.5	\$600,000.00
Facilities	Maintenance	Garage	1		50	2	\$800,000.00

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2024	29' Gillig Buses Acquisition	RevenueVehicles	\$550,000.00	Medium
2024	29' Gillig Buses Acquisition	RevenueVehicles	\$550,000.00	Medium
2023	Elkhart Coach Acquisition	RevenueVehicles	\$100,000.00	High
2023	Elkhart Coach Acquisition	RevenueVehicles	\$100,000.00	High

Appendix D: Fleet Replacement Module Output

Total in Current Year \$	\$1,157,844.00		\$1,157,844.00		\$1,055,844.00		\$1,055,844.00		\$1,055,844.00	
Total in Year of Expenditure \$	\$1,157,844.00		\$1,157,844.00		\$1,055,844.00		\$1,055,844.00		\$1,055,844.00	
	2026		2027		2028		2029		2030	
Fleet Type (Year/Make/Model)	Number	Cost in 2025 \$	Number	Cost in 2025 \$	Number	Cost in 2025 \$	Number	Cost in 2025 \$	Number	Cost in 2025 \$
2018 Gillig 29' Low Floor	4		4		4		4		4	
2019 Gillig 29' Low Floor	2	\$896,844.00	2	\$896,844.00	2	\$896,844.00	2	\$896,844.00	2	\$896,844.00
2009 Gillig 29' Low Floor	1	\$5,000.00	1	\$5,000.00	1	\$5,000.00	1	\$5,000.00	1	\$5,000.00
2021 Ford/Elkhart ECE	2	\$151,000.00	2	\$151,000.00	2	\$151,000.00	2	\$151,000.00	2	\$151,000.00
2016 Ford - Starcraft 158 E450 Super duty	2	\$60,000.00	2	\$60,000.00						
2016 MV-1 Auto-4DR-WHLCHR	1	\$42,000.00	1	\$42,000.00						
2009 Elkhart ECE	1	\$3,000.00	1	\$3,000.00	1	\$3,000.00	1	\$3,000.00	1	\$3,000.00
2024 Ford E350	1		1		1		1		1	
(blank)	1		1		1		1		1	
	1		1		1		1		1	

APPENDIX G: PUBLIC COMMENT PERIOD AND OPEN HOUSE DETAILS

Open House and Public Comment Flier

CAMPO Transportation Improvement Program (TIP) Open House & Public Comment Period

What is the TIP?

The Columbus Area Metropolitan Planning Organization (CAMPO) is working on a draft TIP. The TIP includes local projects sponsored by the City of Columbus and Bartholomew County as well as the Indiana Department of Transportation (INDOT) projects for state and federal roads that take place throughout the county.

The TIP serves several specific purposes, including establishing a clear, coordinated schedule for transportation projects and their funding from FY 2026-2030.

Public Comment Period

Options to View the Draft TIP:

- Online @ www.columbus.in.gov/planning/tip/
- In-person at the Planning Department in City Hall
- In-person at the Bartholomew County Library

Comments due by April 15th to Ashley Beckort @ ashleybeckort@columbus.in.gov

Open House

When: April 8th, 4pm-6pm

Where: Meeting Hall in City Hall

(123 Washington Street, Columbus, IN 47201)

Funding of Local Projects to be Discussed

This Open House discusses project funding. We will not be discussing construction details.

- Lowell Rd., Bridge, and Intersection with CR 350 West
- Talley Rd. between 25th St. & Rocky Ford Rd, Bridge over Sloan Branch
- Bear Lane Light and Intersection Improvements at US 31
- County Road 350 West from Goeller Rd to SR 46

Vote by CAMPO Policy Board

When: May 12, 2025 @ 1:30pm

Where: Council Chambers in City Hall

(123 Washington Street, Columbus, IN 47201)

CITY OF COLUMBUS - BARTHOLOMEW COUNTY PLANNING DEPARTMENT
City of Columbus - Bartholomew County - 123 Washington Street, Columbus, IN 47201 - (317) 246-2400 - www.columbus.in.gov

Legal Ad for Comment Period and Open House

NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC OPEN HOUSE

Notice is hereby given that the Columbus Area Metropolitan Planning Organization (CAMPO) Policy Board will hold a public open house for the draft 2026-2030 Transportation Improvement Program (TIP). The open house will be from 4:00 PM to 6:00 PM on Tuesday, April 8, 2025 at Columbus City Hall, 123 Washington Street, in the Meeting Hall.

The five-year TIP, updated every two years, includes proposed transportation projects and funding for Columbus and Bartholomew County. Projects in the TIP include road construction, bridge rehabilitation and replacement, Columbus Transit program of projects, and other transportation-related projects. INDOT projects proposed for Bartholomew County are also included in the TIP for coordination purposes.

The Draft TIP is currently available for review and comment by the public, on the Planning Department website at www.columbus.in.gov/planning/tip/. Paper copies of the TIP are also available for review in the Planning Department in City Hall, and at the two branches of the Bartholomew County Library, at 536 Fifth Street in Columbus, and at 635 Harrison Street in Hope. If you are unable to attend the open house but would like to submit comments related to the Draft TIP, contact CAMPO by phone (812-376-2553), email (ashleybeckort@columbus.in.gov) or mail (CAMPO, 123 Washington Street, Columbus IN 47201) prior to the end of the comment period on April 15th.

The TIP will be considered for adoption by the Policy Board at the May 12, 2025 meeting, which starts at 1:30 PM in the Council Chambers at City Hall.

If you should require an accommodation to participate in the TIP Open House or the CAMPO Policy Board meeting, please contact the Planning Department at 812-376-2553 at least 3 business days before the event.

Draft TIP and Open House Details On Website



CAMPO Transportation Improvement Program

As required by federal laws, CAMPO is required to maintain a Transportation Improvement Program (TIP). The TIP is a short-range plan that covers a five-year period and is developed for the purpose of implementing the Metropolitan Transportation Plan (MTP). The TIP time frame follows the Indiana state fiscal year (July 1st to June 30th). The TIP includes local projects sponsored by the City of Columbus and Bartholomew County, as well as Indiana Department of Transportation (INDOT) projects for state and federal roads that take place within Bartholomew County. The projects listed in the first four years are programmed and funded. The fifth-year projects are considered but not yet programmed and are expected to be programmed and funded in the next TIP update. The TIP lists all local transportation projects that use federal transportation dollars, as well as transportation projects of regional significance, regardless of funding source. Although a complete TIP update takes place every two years, the document is amended on a continual basis. Amendments include adding new CAMPO and INDOT projects, and changes in the timing, scope and cost of projects. The TIP serves several specific purposes, including (1) the implementation of the Metropolitan Transportation Plan, (2) providing transportation project information to the public, (3) establishing a clear, coordinated schedule for transportation projects and their funding, and (4) providing an overview of planned funds.

FY 2024-2028 Transportation Improvement Program (current)

2024-2028 TIP Draft/News Presentation
2024-2028 TIP - Complete Document (Final, Adopted May 6, 2025 & effective on July 1, 2025)

TIP Amendments/Modifications

- Approved August 14, 2023 (Resolution 2023-09)
- Approved December 13, 2023 (Resolution 2023-10)
- Approved January 23, 2024 (Resolution 2024-01)
- Approved March 5, 2024 (Resolution 2024-02)
- Approved June 1, 2024 (Resolution 2024-04)
- Approved July 9, 2024 (Amendment to MTP/Resolution)
- Approved August 14, 2024 (Resolution 2024-05)
- Approved October 23, 2024 (Resolution 2024-07)
- Approved October 23, 2024 (Amendment to MTP/Resolution)
- Approved November 17, 2024 (Resolution 2024-10)
- Approved December 10, 2024 (Amendment to MTP/Resolution)
- Approved December 10, 2024 (Resolution 2024-12)
- Approved February 26, 2025 (Resolution 2025-01)

FY 2026-2030 Transportation Improvement Program (under development)

The Draft TIP is in the Public Comment Period. Comments are due by April 15th to Ashley Beckort @ ashleybeckort@columbus.in.gov. A public Open House will be April 8th. Open House in the Meeting Hall at Columbus City Hall 123 Washington Street to discuss project funding. Please note that Open House will not be discussing construction details. The final decision on the TIP will be made by the Policy Board at their May 12, 2025 meeting which starts at 1:30pm in the Council Chambers at City Hall.

[Draft TIP for Public Comment](#)
[Public Comment Flier](#)
[Draft News Presentation](#)

Planning Department
123 Washington St. Columbus, IN
47201-9428-074-2390 Fax: 812-376-2400
Hours: Monday - Friday 8:00 a.m. - 5:00 p.m. TDD: 812-376-2400

Photo from Open House



Open House Sign-in Sheet



CAMPO Transportation Improvement Program (TIP) Public Open House April 8, 2025


Welcome!

Name	Street Address	Email Address (If you wish to receive updates on other CAMPO plans)	How did you hear about this meeting?	What are you most interested in hearing about today?	How did you travel to this meeting? (ex: personal vehicle, city bus, walked, bicycle, wheelchair, other)

APPENDIX G: OPEN HOUSE PRESENTATION SLIDES – SHEET 1 OF 3

CAMPO Transportation Improvement Program

Open House: April 8, 2025



City of Columbus – Bartholomew County Planning Department
City of Columbus | Bartholomew County | Edinburgh | Bartholomew | Columbus 600 Street | Town of Nashville

Slide 1 of 21

FY 2026-2030 Transportation Improvement Program (TIP)

Oct 23, 2024: Call-for-projects application reviewed and approved by PB.
Dec 13, 2024: Applications due.
Feb 6, 2025: Projects reviewed by TC & PB. PB discussed changes from previous TIPs & opened Public Comment Period.
April 2025: Open House; Public Comments due.
May 12, 2025: Vote by Policy Board.
July 1, 2025: Effective date.

Funding of Local Projects to be Discussed
 This Open House discusses project funding. We will not be discussing construction details.

Public Comment Period
 Options to View the Draft TIP:
 • Online @ www.columbus.in.gov/planning/tip/
 • In-person at the Planning Department in City Hall
 • In-person at the Bartholomew County Library
 Comments due by April 15th to Ashley Beckert @ ashleybeckert@columbus.in.gov

Vote by CAMPO Policy Board
 When: May 12, 2025 @ 1:30pm
 Where: Council Chambers in City Hall
 (123 Washington Street, Columbus, IN 47201)

The Policy Board is comprised of City and County officials, a representative of the Indiana Department of Transportation (INDOT), and non-voting members from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

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Columbus Area Metropolitan Planning Organization (CAMPO)

MPO: Metropolitan Planning Organization

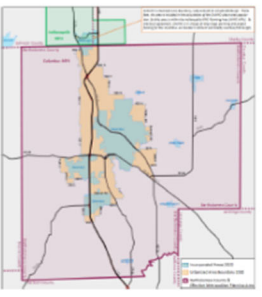
- Created by Congress in 1962 through the Federal Aid Highway Act
- CAMPO designated February 27, 2004

UA: Urban Area

- Each MPO has an UA that is based on population density
- This UA population calculation determines an MPO's funding allocation
- CAMPOs extend north to include Edinburgh


MPA: Metropolitan Planning Area

- The MPA is the UA plus the area expected to become urbanized within 20-years
- CAMPO's MPA is Bartholomew County



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TIP on Website: www.columbus.in.gov/planning/tip/



Background on TIP →

Current/Active TIP → **FY 2026-2030 Transportation Improvement Program (TIP)**

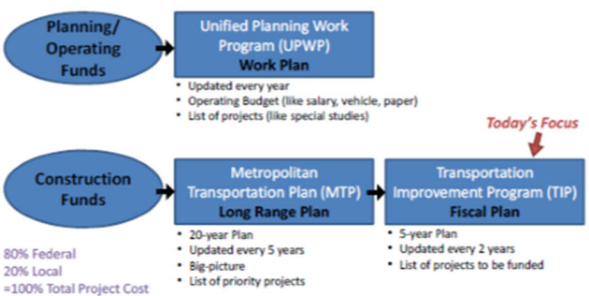
TIP in Development → **FY 2031-2035 Transportation Improvement Program (TIP)**

CAMPO Information

Other Helpful Links

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CAMPO Funds Summary



Planning/Operating Funds → **Unified Planning Work Program (UPWP) Work Plan**

- Updated every year
- Operating Budget (like salary, vehicle, paper)
- List of projects (like special studies)

Construction Funds → **Metropolitan Transportation Plan (MTP) Long Range Plan** → **Transportation Improvement Program (TIP) Fiscal Plan**

- 20-year Plan
- Updated every 5 years
- Big-picture
- List of priority projects


- 5-year Plan
- Updated every 2 years
- List of projects to be funded

80% Federal
20% Local
=100% Total Project Cost

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Policy Board Meeting Information on Website

www.columbus.in.gov/planning/campo-meetings/



Meeting Dates and Materials

CAMPO Information

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2045 Metropolitan Transportation Plan (MTP)

Table 22: Priority A Transportation Projects 2026-2045

NO.	PROJECT NAME	LOCATION	DESCRIPTION	EST. ESTIMATE	TYPE	STATUS
1	County Road 100	Shelburne Road to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
2	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
3	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
4	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
5	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
6	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
7	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
8	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
9	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
10	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
11	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
12	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
13	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
14	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
15	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
16	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
17	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
18	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
19	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed
20	100th Street	100th Street to 100th Street	2-lane to 4-lane	\$1,100,000	Major	Completed

Table 23: Projects Included in the 2045 Baseline Scenario

NO.	PROJECT NAME	LOCATION	DESCRIPTION
1	100th Street	100th Street to 100th Street	2-lane to 4-lane
2	100th Street	100th Street to 100th Street	2-lane to 4-lane
3	100th Street	100th Street to 100th Street	2-lane to 4-lane
4	100th Street	100th Street to 100th Street	2-lane to 4-lane
5	100th Street	100th Street to 100th Street	2-lane to 4-lane
6	100th Street	100th Street to 100th Street	2-lane to 4-lane
7	100th Street	100th Street to 100th Street	2-lane to 4-lane
8	100th Street	100th Street to 100th Street	2-lane to 4-lane
9	100th Street	100th Street to 100th Street	2-lane to 4-lane
10	100th Street	100th Street to 100th Street	2-lane to 4-lane
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12	100th Street	100th Street to 100th Street	2-lane to 4-lane
13	100th Street	100th Street to 100th Street	2-lane to 4-lane
14	100th Street	100th Street to 100th Street	2-lane to 4-lane
15	100th Street	100th Street to 100th Street	2-lane to 4-lane
16	100th Street	100th Street to 100th Street	2-lane to 4-lane
17	100th Street	100th Street to 100th Street	2-lane to 4-lane
18	100th Street	100th Street to 100th Street	2-lane to 4-lane
19	100th Street	100th Street to 100th Street	2-lane to 4-lane
20	100th Street	100th Street to 100th Street	2-lane to 4-lane

Adopted: November 8, 2021
 Amended: February 10, 2025
 Update Planned: 2026 (under contract summer 2025)


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Statewide Transportation Improvement Program (STIP)

• INDOT is responsible for constructing and maintaining interstate highways, US highways and state roads in Indiana, including adjacent overpasses, ramps, traffic control devices, signs traffic signals, and bridges.

• In Bartholomew County, these roads are: I-65, US 31, SR 58, SR 46, SR 11, SR 9, and SR 7.

• INDOT projects proposed for Bartholomew County are included in the CAMPO TIP for coordination purposes.



<https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/>

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APPENDIX G: OPEN HOUSE PRESENTATION SLIDES – SHEET 2 OF 3

FY 2026-2030 Transportation Improvement Program (TIP)

- Projects in the TIP include road construction, bridge rehabilitation and replacement, transit funding, and other transportation-related projects.
- Projects are any that use federal funds. (CAMPO funds vs. other federal funds)

Fiscal Year (July 1- June 30)	2026	2027	2028	2029	2030 (Illustrative)
Anticipated CAMPO Appropriation	\$2,539,223	\$2,539,223	\$2,539,223	\$2,539,223	\$2,539,223
Trade(s) with other MPOs	+ \$1,000,000 (from Franklin)	+ \$1,500,000 (from NIMRC)	+ \$150,000 (from BMCMP)	-	+ \$1,029,000 (from BMCMP)
MPO Total Funds	\$2,360,223	\$4,428,310	\$2,689,223	\$2,539,223	\$3,568,223
Funds Programmed	\$2,360,000	\$4,428,310	\$2,689,223	\$544,000	\$3,568,223
Unallocated Funds (Available)	\$223	\$0	\$0	\$1,995,223	\$0

Bear Lane/US 31 Talley Road Lowell Road CR 350 West

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Local Projects: Talley Road & Bridge

- Project Limits: between 25th Street and Rocky Ford Road, including the replacement of the bridge over Sloan Branch (Bridge #103).
- Sidewalks and a shared use path will be built to increase safety for bicyclists and pedestrians.
- The City of Columbus is managing both the road and bridge project. Bartholomew County is responsible for expenses related to bridge design and construction.
- FY 2018: The design phase began.
- FY 2025 & 26: Right-of-way acquisition phase.
- FY 2027: Construction planned.



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Local Projects Summary: City of Columbus

CAMPO Funds

Location DESR	Funding Category	Phase	Year	Total
Talley Road between 25th Street and Rocky Ford Road 1701323	STBG	PE	2024	\$280,000
		RW	25/26	\$1,083,525
		CE	2027	\$400,000
		CN	2027	\$4,500,000
Talley Road Bridge over Sloan Branch (Bridge #103) 1800008	STBG	PE	2024	\$108,000
		CE	2027	\$465,000
		CN	2027	\$3,300,000
		Total		\$9,936,525
CR 350 West from Goeller Road to SR 46 1401742	STBG	PE	2020	\$639,305
		RW	2028	\$680,000
		CE	2029	\$600,000
		CN	2029	\$4,400,000
		Total		\$6,319,305

Other Federal Funds

Location DESR	Funding Category	Phase	Year	Total
New HAWK Signal at Central Ave and 19th Street 2401662	HSP	PE	2025	\$60,000
		CE	2026	\$50,000
		CN	2026	\$400,000
		Total		\$510,000
Preemption Traffic Signal at 19th Street (102 Intersections) 2401672	HSP	PE	2025	\$195,000
		CE	2026	\$162,500
		CN	2026	\$1,300,000
		Total		\$1,657,500

Planning Accounts
HSP: Highway Safety Improvement Program
STBG: Surface Transportation Block Grant
CE: Construction Engineering
CN: Construction Engineering
RW: Right-of-Way
PE: Preliminary Engineering

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Local Projects: Lowell Road Phase 1 & Phase 2

The proposed improvements are needed to increase safety on this road, which is increasingly used as an east-west connection.



Phase 1:

- Managed by Bartholomew County.
- Between CR 325 W to CR 200 W.
- INDOT Group IV Funds: (Construction planned FY 2027)
 - Replacement of Bridge #170. The new bridge will have sufficient width for future bicycle/pedestrian facilities.
 - Roundabout at the intersection of 325 W and Lowell Rd.
- CAMPO Funds: Road (Construction planned FY 2028)

Phase 2:

- Managed by City of Columbus.
- Between CR 200 W and US 31.
- Includes a roundabout, sidewalks, & shared use path.
- Completed 2024.

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Local Projects Summary: Bartholomew County

CAMPO Funds

Location DESR	Funding Category	Phase	Year	Total
Lowell Road Phase 1: between CR 325 W and Columbus City Limits 1700732	STBG	PE	2024	\$495,589
		RW	2025	\$108,989
		CE	2028	\$690,000
		CN	2028	\$4,400,000
		Total		\$5,694,578
Bear Lane and US 31 Light & Intersection Improvements 1401748	Local	PE	2024	\$304,575
		RW	2025	\$182,400
	STBG	CE	2026	\$300,000
		CN	2026	\$2,000,000
	Total		\$2,986,975	

Planning Accounts
HSP: Highway Safety Improvement Program
STBG: Surface Transportation Block Grant
CE: Construction Engineering
CN: Construction Engineering
RW: Right-of-Way
PE: Preliminary Engineering

Other Federal Funds

Location DESR	Funding Category	Phase	Year	Total
Intersection of CR 325 West and Lowell Road 2205883	HSP	PE	2024	\$496,021
		RW	2026	\$75,000
		UT	2027	\$122,000
		CE	2027	\$375,000
Lowell Road Bridge east of CR 325 W (Bridge #170) 2301702	Group IV	PE	2024	\$690,000
		RW	2026	\$750,000
		CE	2027	\$900,000
		CN	2027	\$6,000,000
		Total		\$13,335,000
Tansuill Bridge over Driftwood River (Bridge #149) 2301632	Local Bridge	PE	2025	\$851,594
		RW	2028	\$60,000
		UT	2030	\$100,000
		CE	2030	\$1,000,000
		Total		\$9,291,594
Rail Road Protection: 400 S. 700 W. 550 S. 600 S. 2000745	Sec 130 RR	CN	2026	\$1,024,000
		CN	2026	\$1,024,000
		CN	2026	\$1,024,000
		Total		\$3,072,000

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Local Projects: County Road 350 West



- This project is a response to the increase in residential development in the area.
- A shared-use path is planned to increase safety for bicyclists and pedestrians.
- FY 2020: Design started.
- FY 2024: Construction originally programmed.
- Due to an increase in costs, the project was split into 2 phases (Goeller & CR 350) and pushed to a later TIP period.
- FY 2029: Right-of-way acquisition.
- FY 2030: Construction planned.

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Local Projects: Bear Lane Light & Intersection Improvements

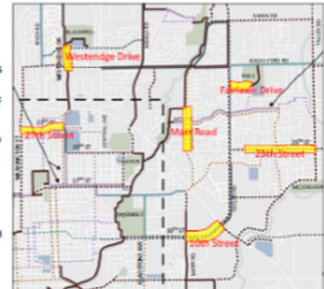


- As development is creating more traffic in the area, the traffic light and intersection improvements will improve safety.
- The 2012 Bartholomew County Northern Gateway study noted this area may need a traffic light if development were to increase. Since then, multiple sites have been developing. Traffic studies justifying the need have been submitted and approved by INDOT. Large development has started and more is anticipated.
- FY 2024 & 25: PE & RW to be paid completely by Bartholomew County
- FY 2026: Construction to be split 80/20 with CAMPO

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Flex Funding: Transit Access / Sidewalk and Trail Projects


- Construction funds have to be used in that FY or they are lost.
- CAMPO STBG funds can be transferred for a transit use if supported by the goals of the MTP. CAMPO has flexed funds to Columbus Transit for the construction of sidewalks and shared-use paths that improve bicycle and pedestrian access to transit.
- Unspent federal funds totaling \$2,134,664 were transferred in 2023.
- Projects on Fairlawn Drive, 25th Street, and Westendge Drive have recently been completed.
- Projects are currently underway along 27th Street, 10th Street, and Marr Road.



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APPENDIX G: OPEN HOUSE PRESENTATION SLIDES – SHEET 3 OF 3

ColumBUS Transit Program of Projects



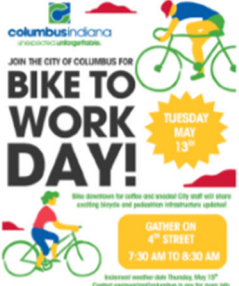
- ColumBUS Transit funding includes operating costs for five years.
- Operating costs are 39.3% Federal (FTA), 11.5% State, and 49.2% Local (City of Columbus).
- Annual operating costs are estimated at \$2,624,434.
- In past years, ColumBUS Transit has also been the recipient of federal funds for capital expenses. These may include buses, vans and transit amenities such as shelters and signage.

Project	Funding Category	Phase	Year	Funds
ColumBUS Transit Operating	5307	PE	2026	\$2,624,434
			2027	\$2,624,434
			2028	\$2,624,434
			2029	\$2,624,434
			2030	\$2,624,434
Total				\$13,122,170

Federal Allocation	\$1,033,174
Local Match	\$1,591,260
Transit Match (State)	\$ 303,388
Transit Match (City)	\$1,887,872
Total	\$2,624,434

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Upcoming Community Event



JOIN THE CITY OF COLUMBUS FOR
BIKE TO WORK DAY!
TUESDAY MAY 13th

Bike downtown for coffee and snacks! City staff will share meeting tips and professional development updates!

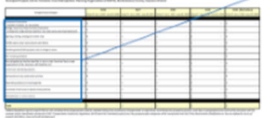
GATHER ON 4th STREET 7:30 AM TO 8:30 AM

Weather forecast: Tuesday, May 13th
Current: 68°F, High: 75°F, Low: 60°F

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TIP Changes from Previous Years: Grouped Projects

Projects that are not considered of appropriate scale for individual identification can be combined under a single listing or "Grouped Projects". Such listings are grouped by function, work type, and/or geographic area (40 CFR part 93). These are the types of potential projects that may be added to the TIP through Administrative Modification.



Resurfacing	Asphalt overlays, 1.5" & 2" thick
Structural	Bricks, Culvert and Small Structure Preservation
Drainage	Drains, Ditch, Underpass, Expansion, Storm, and Sewerage
Lighting	Lighting, marking, striping and similar signs
Traffic	Traffic signal system improvements and lighting
Median	Median guardrail/curb projects with no change to access
Bar crossing	Bar crossing protection
Route	Route/Sectional facilities identified in local or state Transportation Plans to meet requirements of the Americans with Disabilities Act
Commuter	Commuter parking programs
Statewide	Statewide and non-construction activities
Operating	Operating assistance to transit agencies
Purchase	Purchase of new buses to replace existing vehicles
Rehabilitation	Rehabilitation of transit vehicles

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TIP Changes from Previous Years: Modification & Amendment Criteria

Administrative Modification = Changes by staff
Minor Amendment = Policy Board vote via email
Major Amendment = Policy Board vote at meeting

Project Criteria	Local Sponsored Projects				INDOT Projects	
	Using CAMPO Funds	Using Other Federal	Using CAMPO Funds	Using Other Federal	Using CAMPO Funds	Using Other Federal
New Project (one or many phases - PE, RW, UT, CE, or CN)	Minor Amend.	Major Amend.	Admin. Mod.	Minor Amend.	Admin. Mod.	Major Amend.
New Phase of Existing Project (adding PE, RW, UT, CE, or CN)	Minor Amend.	Major Amend.	Admin. Mod.	Minor Amend.	Admin. Mod.	Minor Amend.
More Money Needed for Existing Phase (up to 50% increase)	Admin. Mod.	Admin. Mod.	Admin. Mod.	Admin. Mod.	Admin. Mod.	Admin. Mod.
More Money Needed for Existing Phase (at/over 50% increase)	Minor Amend.	Major Amend.	Admin. Mod.	Minor Amend.	Admin. Mod.	Admin. Mod.

*New INDOT Projects must be sent to the Technical Committee for input in determining if the project is "Minor" or "Significant to the MPA".

Any approved Resolution will be posted on the CAMPO website associated with the TIP.

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Next Steps & Contact Information

Public Comment Period

Options to View the Draft TIP:

- Online @ www.columbus.in.gov/planning/tip/
- In-person at the Planning Department in City Hall
- In-person at the Bartholomew County Library

Comments due by April 15th to Ashley Beckett @ ashleybeckett@columbus.in.gov

Vote by CAMPO Policy Board

When: May 12, 2025 @ 1:30pm
Where: Council Chambers in City Hall
1223 Washington Street, Columbus, IN 47201

Ashley Beckett, CAMPO Manager
City of Columbus- Bartholomew County Planning
812-376-2550 - ashleybeckett@columbus.in.gov

Danny Hollander, County Engineer
Bartholomew County Highway
812-379-1660 - dhollander@bartholomew.in.gov

Andrew Beckett, City Engineer
Columbus Engineering
812-376-2540 - abeckett@columbus.in.gov

Matt Dudukovich, Director of Transportation
ColumBUS Transit
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Bryan Burton, Director of DPW
Columbus Public Works
812-376-2508 - bryanburton@columbus.in.gov

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