



TRANSPORTATION IMPROVEMENT PROGRAM

2026 — 2030

Evansville MPO



Henderson • Vanderburgh • Warrick

TRANSPORTATION IMPROVEMENT PROGRAM

2026-2030

for the Evansville-Henderson Urbanized Area

Evansville MPO Policy Committee Adoption: May 8, 2025

Indiana Governor's Approval:

Kentucky Governor's Approval:

Evansville Metropolitan Planning Organization

1 NW Martin Luther King, Jr. Blvd.

Room 316 - Civic Center Complex

Evansville IN, 47708

Phone: 812.436.7833

www.evansvillempo.com

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of the Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views of policy of the U.S. Department of Transportation.

RESOLUTION
ADOPTING THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEARS 2026-2030 AND THE
ASSOCIATED TRANSPORTATION CONFORMITY DETERMINATION REPORT

WHEREAS the Evansville Metropolitan Planning Organization (MPO) is the organization designated by the Governor as the Metropolitan Planning Organization responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134 (Federal-Aid Highway planning requirements), and capable of meeting the requirements of 49 U.S.C. 5303 (Federal Transit planning requirements) in the Evansville Urbanized Area; and

WHEREAS the Evansville MPO Policy Committee is the policy body of the Evansville Metropolitan Planning Organization; and

WHEREAS the Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021, and associated federal regulations, require that each MPO adopt a Transportation Improvement Program (TIP) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan planning area, and that the TIP shall cover a period of no less than four years; and

WHEREAS the Evansville MPO has complied with the Clean Air Act Amendments of 1990 (CAAA) requirements as they pertain to the development and conformity of the FY 2026-2030 TIP; and

WHEREAS the *FY 2026- 2030 Transportation Improvement Program (TIP)* conforms to the State Implementation Plan for Air Quality according to the United States Environmental Protection Agency's *Transportation Conformity Guidance for the South Coast II Court Decision*, made available November 2018; and

WHEREAS the Evansville MPO consulted with the Interagency Consultation Group and the Evansville MPO anticipates, subsequent to Policy Board approval, the USDOT will find that the proposed FY 2026-2030 TIP meets Transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93; and

WHEREAS the *FY 2026-2030 TIP* program of projects is both fiscally constrained and consistent with the *Metropolitan Transportation Plan 2050 (MTP 2050)*, and meets the requirements of 23 U.S.C. 450.326; and

WHEREAS the *FY 2026-2030 TIP* was developed in cooperation with state and local officials and public transportation operators in the region; and

WHEREAS the development of the TIP has involved the public and interested stakeholders in an open and transparent process as detailed in the Evansville MPO *Participation Plan*, which includes a public comment period of no less than 30 days.

BE IT THEREFORE RESOLVED that the Evansville Metropolitan Planning Organization Policy Committee, at its regular meeting of May 8, 2025 adopts the Evansville Metropolitan Planning Organization *Transportation Improvement Program 2026-2030* and the associated *Transportation Conformity Determination Report*.



Mr. Jack Corn, Jr., Chairperson
Evansville Metropolitan Planning Organization
Policy Committee

May 8, 2025



U.S. Department
of Transportation

| | |
|--|---|
| Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253 | Federal Highway Administration Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576 |
|--|---|

June 6, 2025

Roy Nunnally, Director
Technical Planning & Programming Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding for the Evansville Metropolitan Planning Organization's (EMPO) planning documents. The Evansville Metropolitan Planning Area is within the Evansville air quality conformity area comprised of Vanderburgh and Warrick Counties. The need for this new conformity finding stems from the adoption of the FY2026-2028 EMPO Transportation Improvement Program (TIP).

Vanderburgh and Warrick Counties are designated as Maintenance for the 1997 Ozone Standard until January 30, 2027.

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

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

Evansville MPO 2050 Metropolitan Transportation Plan
Evansville MPO FY2024-2028 TIP (Original)
Evansville MPO FY2026-2030 TIP (Original)

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

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

Sincerely,

Digitally signed by
CHRISTOPHER J
HALL
Date: 2025.06.10
12:50:32 -05'00'

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

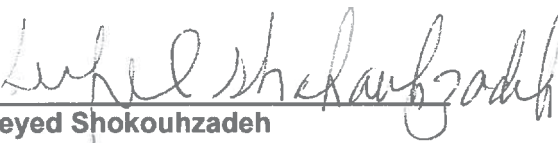
cc: (transmitted by e-mail)
Seyed Shokouhzadeh, EMPO
Pamela Drach, EMPO
Paige Story, FHWA-IN
Erica Tait, FHWA-IN
Tonya Higdon, FHWA-KY
Susan Weber, FTA
Tony Greep, FTA
Tony Maietta, EPA
Shawn Seals, IDEM
Jay Mitchell, INDOT

TRANSPORTATION PLANNING PROCESS CERTIFICATION – FY 2026

In accordance with 23 CFR 450.336, and Federal certifications, the Indiana Department of Transportation and the Evansville 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(e) (8) of the Infrastructure Investment and Jobs Act (IIJA) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR 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.

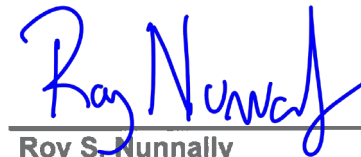
Evansville Metropolitan Planning Organization


Seyed Shokouhzadeh

Executive Director
Title

4/14/2025
Date

Indiana Department of Transportation


Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

4/14/2025
Date

2025 Evansville MPO Policy Committee Members

| | |
|---------------------------|--|
| Jack Corn, Jr. | Chairperson, Evansville City Council Appointment |
| John Stoll | Vice-Chairperson, Vanderburgh County Engineer |
| Stephanie Terry | Mayor, City of Evansville |
| Dylan Ward | Henderson City Manager, City of Henderson Appointment |
| Mary Allen | Councilmember, Evansville City Council |
| Amy Canterbury | Commissioner, Vanderburgh County Commission |
| Jill Hahn | Councilmember, Vanderburgh County Council |
| Sarah Seaton | Commissioner, Warrick County Commission |
| Nick Stallings | County Engineer, Henderson County Appointment |
| Todd M. Robertson | Transportation and Services Director, City of Evansville Mayoral Appointment |
| Chris Cooke | Town Manager, Town of Newburgh Appointment |
| Rusty Fowler | District Deputy Commissioner, Indiana Department of Transportation |
| Deneatra Henderson | Chief District Engineer, Kentucky Transportation Cabinet |
| Lyndsay Quist | Indiana Department of Transportation (NV) |
| Chris Hall | Indiana Federal Highway Administration (NV) |
| Paige Story | Indiana Federal Highway Administration (NV) |
| Shawn Seals | Indiana Department of Environmental Management (NV) |
| Kelley Brookins | Federal Transit Administration Region V (NV) |
| Susan Weber | Federal Transit Administration Region V (NV) |
| Shundreka Givan | Kentucky Federal Highway Administration (NV) |
| Tonya Higdon | Kentucky Federal Highway Administration (NV) |
| Jim Gray | Kentucky Transportation Cabinet (NV) |
| Mikael Pelfrey | Kentucky Transportation Cabinet (NV) |
| Michael Kennedy | Kentucky Division of Air Quality (NV) |
| | (NV) = Non-voting |

ACKNOWLEDGEMENTS

2025 Evansville MPO Technical Committee Members

Nate Hahn, Chairperson Executive Director, Evansville Vanderburgh Airport Authority
Lorie Van Hook, Vice Chairperson Executive Director, Evansville Trails Coalition

The following organizations are represented on the Technical Committee:

| | |
|---|---|
| American Medical Response | Henderson Area Rapid Transit |
| American Structurepoint, Inc. | Henderson City Engineer |
| Arc of Evansville | HOLA Evansville |
| Ascension St. Vincent | Henderson City Manager |
| BF&S Civil Engineers | Henderson County Engineer |
| Black Chamber of Commerce Evansville | Henderson County Riverport Authority |
| Carver Community Organization | Henderson-Henderson County Chamber of Commerce |
| Commonwealth Engineers, Inc. | Henderson-Henderson County Plan Commission |
| CSX Transportation | Henderson County Judge Executive |
| David Matthews Associates | Indiana Department of Environmental Management (Indianapolis) |
| Dpatrick Automotive | Indiana Department of Transportation (Indianapolis) |
| Easterseals Rehabilitation Center | Indiana Department of Transportation (Vincennes) |
| Eastland Mall | Indiana Southern Railroad |
| Evansville Regional Economic Partnership | Kentucky Transportation Cabinet (Frankfort) |
| EnviroKinetics, Inc. | Kentucky Transportation Cabinet (Madisonville) |
| Evansville Bicycle Club | Lochmueller Group |
| Evansville Board of Public Safety | Metropolitan Evansville Transit System |
| Evansville City Engineer | Port of Indiana-Mount Vernon |
| Evansville Department of Metropolitan Development | Posey County Chamber of Commerce |
| Evansville Department of Transportation and Services | Qk4 Inc. |
| Evansville Department of Urban Forestry | Shrewsbury & Associates, LLC |
| Evansville Deputy Mayor | Southern Indiana Resource Solutions, Inc. (SIRS) |
| Evansville Environmental Protection Agency | Success Warrick County |
| Evansville Parks and Recreation Department | Town of Chandler |
| Evansville Police Department | United Neighborhoods of Evansville (UNOE) |
| Evansville Regional Airport | University of Evansville |
| Evansville Trails Coalition | US House of Representatives District 8 |
| Evansville/Vanderburgh County Area Plan Commission | Vanderburgh County Emergency Management Agency |
| Evansville/Vanderburgh County Emergency Management Agency | Vanderburgh County Engineer |
| Evansville Water and Sewer Department | Warrick County Plan Commission |
| Federal Highway Administration (Indiana) | Warrick County School Corporation |
| Federal Highway Administration (Kentucky) | Westside Improvement Association |
| Federal Transit Administration (Region V) | |
| Green River Area Development District | |

Evansville MPO Staff

| | |
|-----------------------------|------------------------------|
| Seyed Shokouhzadeh | Executive Director |
| Pamela Drach | Deputy Director |
| Matt Schriefer, AICP | Chief Transportation Planner |
| Erin Schriefer | Chief Transportation Planner |
| Amir Varshochi | Transportation Planner |
| Jennifer Scott | Transportation Planner |
| Lorenzo Marsh | Transportation Planner |
| Kari Akin | Senior Finance Officer |
| Cory Marshall | Transportation Technician |
| Laura Lamb | Transportation Advisor |

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The 2026-2030 TIP

The Transportation Improvement Program (TIP) is a short-range transportation plan that allocates federal funds for the construction of projects consistent with the Metropolitan Transportation Plan 2050, the long-range transportation plan that establishes the vision for the Evansville region. The Evansville MPO is responsible for developing and updating the TIP and MTP to meet federal planning requirements and address local needs.

The TIP includes funding schedules and project prioritization for both local and state-initiated projects. Representatives from Vanderburgh County, Warrick County, Henderson County, the City of Evansville, the City of Henderson, and the Town of Newburgh are consulted regarding transportation priorities for their localities and the region. The MPO has ongoing partnerships with the two public transit agencies in the planning area, Metropolitan Evansville Transit System (METS) and Henderson Area Rapid Transit (HART), and the non-profit organizations that provide transportation services within the Metropolitan Planning Area (MPA).

State initiated projects are prioritized and selected through the respective state's statewide transportation planning process. The selected state projects are submitted to the Evansville MPO for inclusion in the TIP. A Memorandum of Agreement was executed in 2024 between the Evansville MPO, INDOT, KYTC, and METS. The MOA lists the roles and responsibilities of each agency involved in the transportation planning process as required by regulations.

Projects included in the TIP must be fully funded. The TIP describes how federal transportation funds for highway and transit improvements in the Evansville MPO MPA are to be obligated during the period of July 1, 2026 to June 30, 2030.

01 ABOUT THE 2026-2030 TIP



A TRANSPORTATION IMPROVEMENT PROGRAM...

- Covers a five-year period
- Is updated every two years by the MPO
- Programs only the amount of funding that can be reasonably anticipated = the plan is fiscally constrained
- Conforms to the requirements of the Clean Air Act
- Reviewed and approved by the Technical Committee and Policy Board
- Included in the State Transportation Improvement Program (STIP) by reference without change
- Can be amended or modified to include additions and adjusted for changes in scope, cost, or time frame

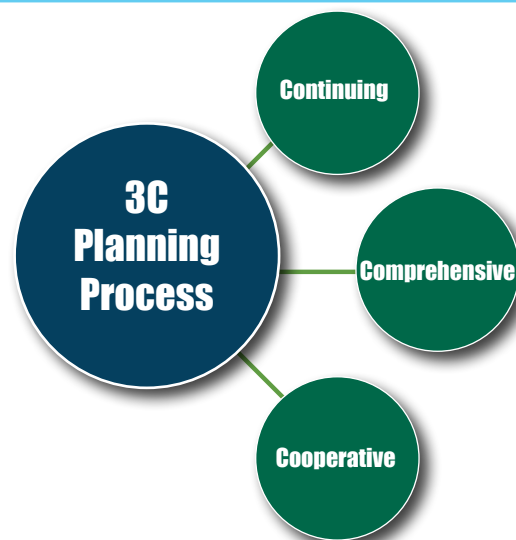
The Evansville Metropolitan Planning Organization

Effective transportation planning requires an organization with a regional focus and the ability to operate independent of city, county or state lines. The United States Congress first officially recognized this need in 1962, when the Federal-Aid Highway Act was enacted. This legislation mandated that all urbanized areas over 50,000 in population were required to establish a “3-C” (continuing, cooperative, comprehensive) planning process to receive federal highway planning and improvement funding (23 U.S.C. 134; 49 U.S.C. 1603a). In 1969, metropolitan planning organizations (MPOs) were created to conduct the 3-C planning process within these urbanized areas. Originally established as the Evansville Urban Transportation Study (EUTS), the Evansville MPO is the designated planning agency responsible for conducting the 3-C planning process within the Evansville Urbanized Area (UZA).

Policy and Technical Committees

The Evansville MPO is guided by the advice of the Policy Committee. This is a chief advisory board that is responsible for setting policies and guiding projects. The Policy Committee approves all official actions taken by the Evansville MPO and consists of elected or appointed officials from state and local governments within the planning area.

The Technical Committee is the chief working committee, providing relevant expertise and data to the Evansville MPO. The Technical Committee is composed of planners, engineers, community representatives, and professional staff from various departments of Local Public Agencies (LPAs) within the planning area.

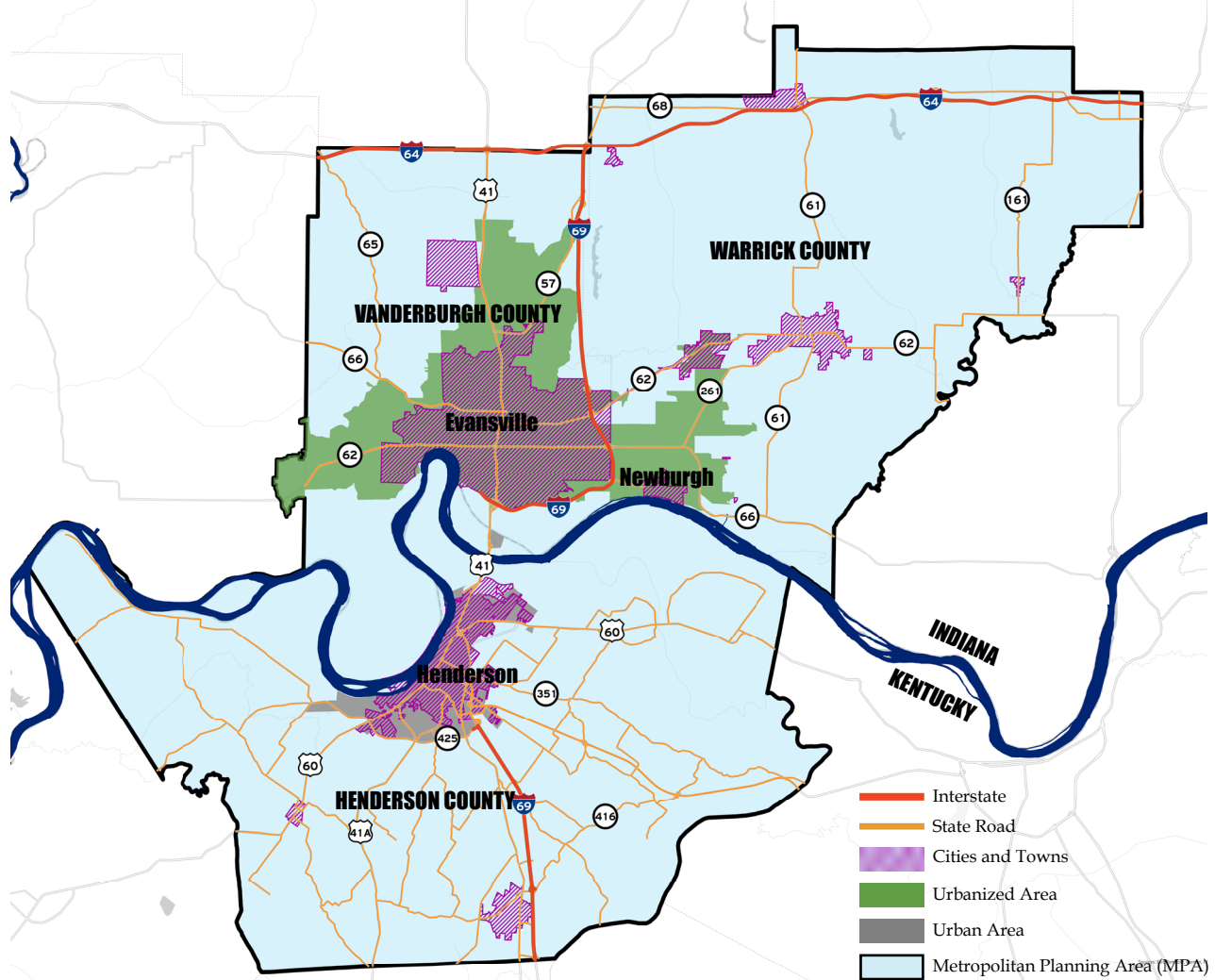


The 3C transportation planning process was derived from the Federal-Aid Highway Act of 1962 to ensure a continuing, comprehensive and cooperative planning process was followed by states and local governments when developing transportation plans.

Where We plan

While UZA boundaries are defined by the United States Census Bureau, a Metropolitan Planning Area (MPA) is determined by agreement between the MPO and the Governor(s) and defines the geographic area in which the metropolitan planning process is carried out. The Evansville MPO MPA contains approximately 650 square miles in Indiana, including the City of Evansville, Vanderburgh County, Warrick County and the small portion of the Evansville UZA extending into Posey County. In Kentucky, the MPA encompasses approximately 440 square miles and includes the City of Henderson and Henderson County. Figure 1.1 illustrates the Evansville MPO Metropolitan Planning Area, including the Urbanized Area in Indiana and Urban Area in Kentucky.

Figure 1.1: Evansville MPO Metropolitan Planning Area and Urbanized Area



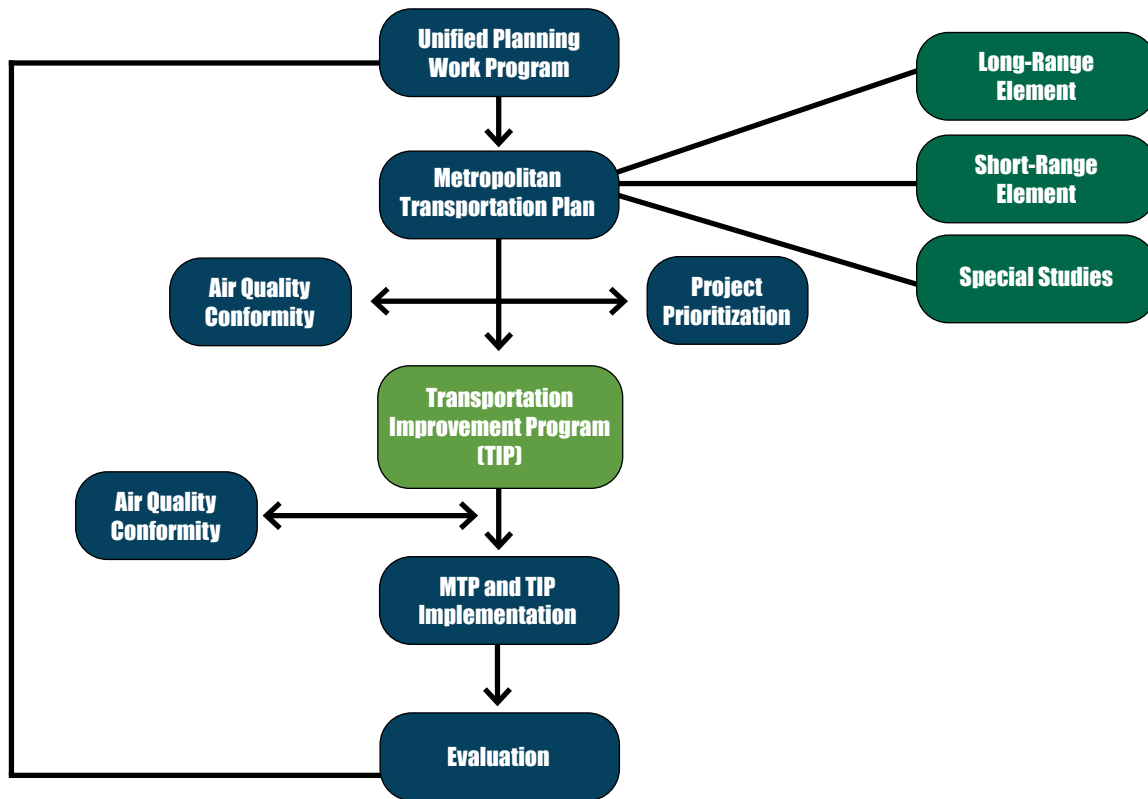
The Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (IIJA), which became law November 15, 2021, is the current federal legislation and provides approximately \$550 billion in new spending on the nation's infrastructure through 2026. The IIJA builds on previous transportation bills and carries forward provisions to make federal surface transportation more streamlined, performance-based and multi-modal; to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight improvements; to protect the environment; and to reduce delays in project delivery.

The IIJA also requires a long-range metropolitan transportation plan (MTP) that looks at least 20 years into the future, and a short-range transportation improvement program (TIP). An MTP is a guide for the implementation of multimodal transportation improvements, policies, and programs that are determined by analyzing regional trends, transportation needs, local priorities and federal, state and local funding projections. The MTP also provides a framework to achieve the goals and objectives developed through the planning process.

Implementation of projects in the MTP is managed through the TIP. The TIP is a short-term planning document that details all federally funded and regionally significant transportation projects over a four-year period. All projects in the TIP must be consistent with the MTP. Figure 1.2 illustrates the transportation planning process as it relates to the Evansville MPO.

**Figure 1.2:
Evansville MPO Transportation Planning Process**



Relationship to Other Planning Efforts

The TIP includes projects from the long- and short-range planning processes. Projects or programs derived from the long-range process must be consistent with the MTP, while those in the short-range process must be evaluated, developed and prioritized through the MPO call for projects. The TIP has been developed through a coordinated process consistent with the regulations and other planning processes. While the TIP covers five years of project programming, the FHWA and the FTA will consider the projects in the fifth year as informational. Moving a project from the fifth year to an earlier year covered by the TIP requires an amendment.

Long-Range Planning

The 2026-2030 TIP continues the effort to integrate the values and needs of the community as defined by the MTP 2050. The MTP 2050 vision statement reflects the ideal future toward which planning activities are directed, and is supported by goals, objectives, and performance targets. These are detailed in Table 1.1. The MTP 2050 projects can be found in Appendix A.

MTP 2050 Vision

The Evansville-Henderson region will have a balanced multimodal transportation network. Expanded mobility options will improve the quality of life and health for all users and generate increased economic opportunities. Resilient practices will reduce environmental impacts and increase safety and security in the region.

A preliminary Red Flag Investigation (RFI) is also conducted during the MTP development to gain an understanding of potential project impacts (Appendix B). A more detailed RFI is conducted as part of the project development once the project is included in the TIP.

The MPO's Congestion Management Process (CMP) identifies transportation deficiencies and proposes mitigation strategies to improve the efficiency of the

transportation system. These include roadway maintenance, active transportation, transit, access management, capacity expansion, and air quality projects. While the MTP guides long-term planning, the CMP and special MPO studies support short-term projects in the TIP. Special plans may include the Regional Intelligent Transportation Systems (ITS) Architecture, Complete Streets policy, Safety Action Plans, and regional bicycle and pedestrian plans.

Complete Streets

In 2012, the Evansville MPO adopted a regional Complete Streets Policy that an LPA must take into consideration when applying to the MPO for federal funding. The ways in which complete street elements can be incorporated into a project can vary by project type and location. Since the adoption of this Policy, all federally funded roadway projects have included space for bicyclists, pedestrians, and other non-vehicle roadway users.

Table 1.1: MTP 2050 Goals, Objectives, and Performance Measures

| QUALITY OF LIFE & HEALTH | |
|--|--|
| Goal: Provide a variety of transportation options for all residents to improve connectivity and enhance quality of life, community health and transportation equity. | |
| 1 | Objective: Increase the availability of bicycle and ADA-accessible pedestrian facilities to provide better connections between residential areas, workplaces, health care, schools, shopping, parks/recreational facilities, services and other transportation networks. |
| 2 | Objective: Increase the viability of transit by providing more options and connections between residential areas, workplaces, health care, schools, shopping, parks/recreational facilities, services and other transportation networks. |
| 3 | Objective: Create a dependable transportation network to minimize impacts of unexpected delays and provide consistent travel times for all modes. |
| Performance Measures: | |
| Federal: | |
| # of on-street bicycle miles | |
| # of greenway/shared use path miles | |
| # of sidewalk miles on arterials and collectors | |
| # of people within 1/4 mile of a transit route | |
| % of person-miles traveled on interstate system that are reliable | |
| % of person-miles traveled on non-interstate NHS system that are reliable | |
| ECONOMIC VITALITY | |
| Goal: Increase the economic vitality of the region to support mobility options, employment access and freight movement efficiency. | |
| 1 | Objective: Increase the availability of bicycle and ADA-accessible pedestrian facilities to improve job access for residents and serve as an economic catalyst to promote redevelopment. |
| 2 | Objective: Expand transit options and increase efficiencies to improve access to jobs and places of business in and between all three counties. |
| 3 | Objective: Create a consistent and dependable transportation network to ensure the on-time delivery of goods and services. |
| 4 | Objective: Prioritize transportation projects that support redevelopment and compact growth to reduce the cost of providing transportation options and utilizing the transportation network. |
| Performance Measures: | |
| Federal: | |
| # of people within 1 mile of an on-street bicycle facility | |
| # of people within 1/2 mile of a greenway/shared use path | |
| # of people within 1/4 mile of a sidewalk on arterials and collectors | |
| # of jobs within 1/4 mile of a transit route | |
| Truck Travel Time Reliability Index (TTTR) | |

Table 1.1: MTP 2050 Goals, Objectives, and Performance Measures Cont.

| ENVIRONMENT | |
|--|---|
| Goal: Develop a transportation system that minimizes environmental impacts and preserves or enhances natural resources, air quality and water quality. | |
| 1 | Objective: Incorporate resiliency into the planning process by prioritizing projects that improve air quality. |
| 2 | Objective: Prioritize projects that incorporate design elements to reduce and mitigate environmental impacts on the transportation network. |
| Performance Measures: | |
| Federal: | |
| Cumulative Reductions- Particulate Matter (PM 2.5) | |
| ✓ | |
| Cumulative Reductions-Particulate Matter (PM 10) | |
| ✓ | |
| Cumulative Reductions-Nitrogen Dioxide (NOx) | |
| ✓ | |
| Cumulative Reductions-Carbon Monoxide (CO) | |
| ✓ | |
| Cumulative Reductions-Volatile Organic Compound (VOC) | |
| ✓ | |
| SAFETY & SECURITY | |
| Goal: Improve the safety and security of the transportation system for all users. | |
| 1 | Objective: Prioritize projects that reduce serious injuries and fatalities to ensure safe and secure transportation networks for all users. |
| 2 | Objective: Maintain and monitor transportation infrastructure conditions to preserve regional transportation networks. |
| 3 | Objective: Maintain a state of good repair for transit and paratransit vehicles and facilities to ensure a safe and secure transit system. |
| Number of fatalities | |
| ✓ | |
| Fatality rate per 100 million VMT | |
| ✓ | |
| Number of serious injuries | |
| ✓ | |
| Serious injury rate per 100 million VMT | |
| ✓ | |
| Number of non-motorized fatalities and serious injuries | |
| ✓ | |
| % of pavement on the interstate system in good condition | |
| ✓ | |
| % of pavement on the interstate system in poor condition | |
| ✓ | |
| % of pavement on the non-interstate NHS system in good condition | |
| ✓ | |
| % of pavement on the non-interstate NHS system in poor condition | |
| ✓ | |
| % of NHS system bridge deck area in good condition | |
| ✓ | |
| % of NHS system bridge deck area in poor condition | |
| ✓ | |
| % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) | |
| ✓ | |
| % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) | |
| ✓ | |
| % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale | |
| ✓ | |

Transit

FTA funded projects within the TIP must be derived from a transit planning document developed by the MPO and/or local transit agency. Projects funded through the Federal Transit Administration's (FTA) Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program must be included in a locally developed Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan). The Public Transit Agency Safety Plan (PTASP) and Transit Asset Management Plan (TAM) assist local transit agencies in developing their Capital Improvement Program (CIP). The METS Comprehensive Operations Analysis (COA), which is a long-range transit plan, along with the CIP and annual operating budget, are used to develop Section 5307: Urbanized Area Formula Grant and Section 5339: Buses and Bus Facilities Formula Program applications.

State DOTs

Projects initiated by INDOT and KYTC are prioritized and selected through each state's statewide transportation planning process. The selected state projects are coordinated with the respective Statewide Transportation Improvement Program (STIP), and submitted to the MPO for inclusion in the TIP.

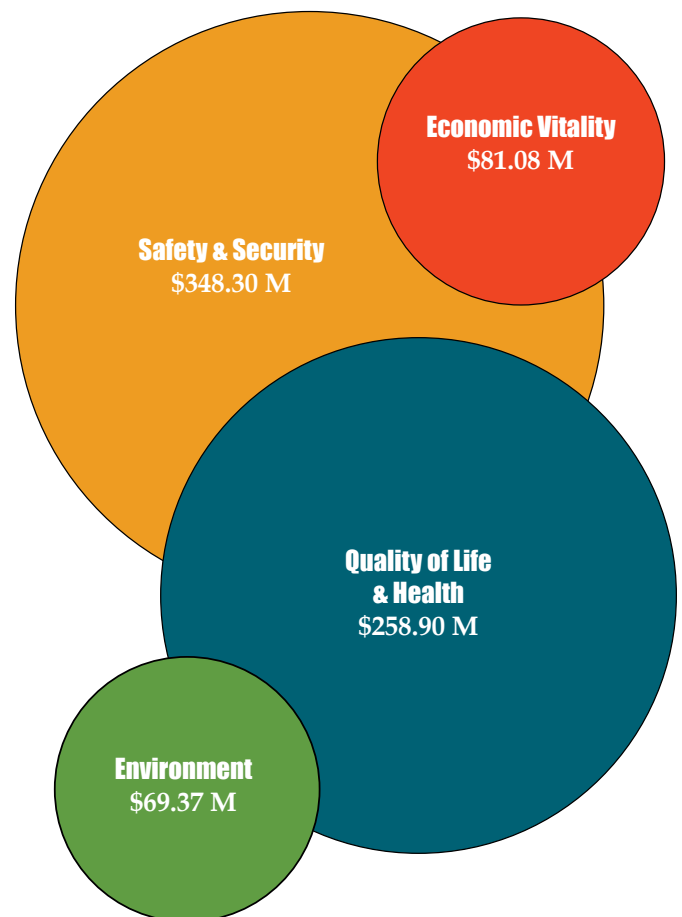
Performance - Based Planning and Programming

The IIJA continues the performance-based planning emphasis for investing resources in projects that collectively make progress toward the achievement of national goals. The legislation requires consultation between states, MPOs, transit agencies and other stakeholders to establish performance measures in these areas:

- Highway Safety Performance Measures (PM1),
- Pavement and Bridge Performance Measures (PM2),
- System Performance Measures and CMAQ (PM3),
- Transit Asset Management (TAM), and
- Public Transportation Agency Safety Plan (PTASP)

The TIP and other plans must include performance measures and ways to track regional progress toward goals, while also showing how these measures guide decisions and investment priorities for the transportation network.

Chapter 2 includes more detailed information on the regional and national performance measures, the link to the decision-making process, and the investments in the 2026-2030 TIP program of projects.



Projects in the TIP are selected to achieve the goals, objectives and performance measures set forth in the MTP. Many TIP projects provide benefits to more than one MTP goal by addressing secondary deficiencies as part of the larger project, such as a road resurfacing project that includes bicycle and pedestrian elements.

Participation and Outreach

The continuing, comprehensive, and cooperative 3-C approach established by the FHWA in the early 1960s was designed to engage the public and stakeholders in creating a shared vision and goals for the community. Nearly sixty years later, the 3-C approach is still important in allowing everyone the opportunity to participate in the decision-making process relating to transportation needs in the region.

Public participation is a critical component of the planning process and was a continued effort through the development of the 2026-2030 TIP.

Table 1.2 summarizes the outreach efforts for the TIP. More details are included in Appendix C.

Comments regarding specific project programming information are incorporated into the project tables in the TIP as necessary. The Evansville MPO coordinates with the project sponsors and project managers to obtain accurate project information.

In addition to public engagement during the development of the TIP, the TIP maintenance process also provides engagement opportunities. All Policy and Technical Committee meeting agendas are posted on the MPO website and the amendments are listed as agenda items for both the Technical and Policy Committees. A public notice specifying a 15-day comment period for an amendment is distributed to the media and posted on the Evansville MPO website.

Bi-monthly Project Update reports provide committee members and the public with current information on the development and implementation progress for projects in the TIP. The Project Update is an agenda item for every Technical and Policy Committee meeting and the reports are posted on the MPO website.

Table 1.2: Outreach Efforts

| Who | What | When | Purpose |
|---------------------------------|--|---------------------------|---|
| Interagency Consultation Group | Draft program of projects and funding levels | March 5, 2025 | Present draft program of projects and funding levels for review and comment. |
| Policy and Technical Committees | Draft program of projects and funding levels | January 9, 2025 | Present draft program of projects and funding levels for review and comment; encouraged members to provide the TIP and public comment information to their respective groups or agencies. |
| Interagency Consultation Group | Informal Consultation | March 12, 2025 | Review the schedule, draft project listings, and planning assumptions. |
| Public | 30-day public comment period | March 17 – April 16, 2025 | Provide the public time for review and comment; notice was posted on Facebook and the Evansville MPO website; published in the Evansville Courier & Press, Henderson Gleaner, and The Warrick County Standard. Public comments could be submitted by mail, email, phone, or in person during office hours. The draft TIP was also available for online review through the Evansville MPO website. |
| Public | Henderson Open House | March 31, 2025 | Public Open House to provide citizens with an opportunity to review and comment on the TIP. |
| Public | Evansville Open House | April 2, 2025 | Public Open House to provide citizens with an opportunity to review and comment on the TIP. |
| Public | Newburgh / Warrick County Open House | April 2, 2025 | Public Open House to provide citizens with an opportunity to review and comment on the TIP. |
| Public | Evansville MPO Technical and Policy Committee Meetings | May 8, 2025 | Plan adoption. |
| Policy and Technical Committees | Final TIP presented for adoption. | May 8, 2025 | Plan adoption. |

Fiscal Constraint

Federal regulations require that the TIP include a demonstration of financial constraint that includes sufficient financial information to determine which projects are to be implemented using current and/or reasonably available revenues. The TIP was developed to optimize use of available funds and resources while serving the transportation needs of the region.

The TIP financial plan in Chapter 3 shows the funding programmed for FY 2026-2030 and demonstrates that the region has reasonably expected forecasted revenues available to fund the local program of projects.

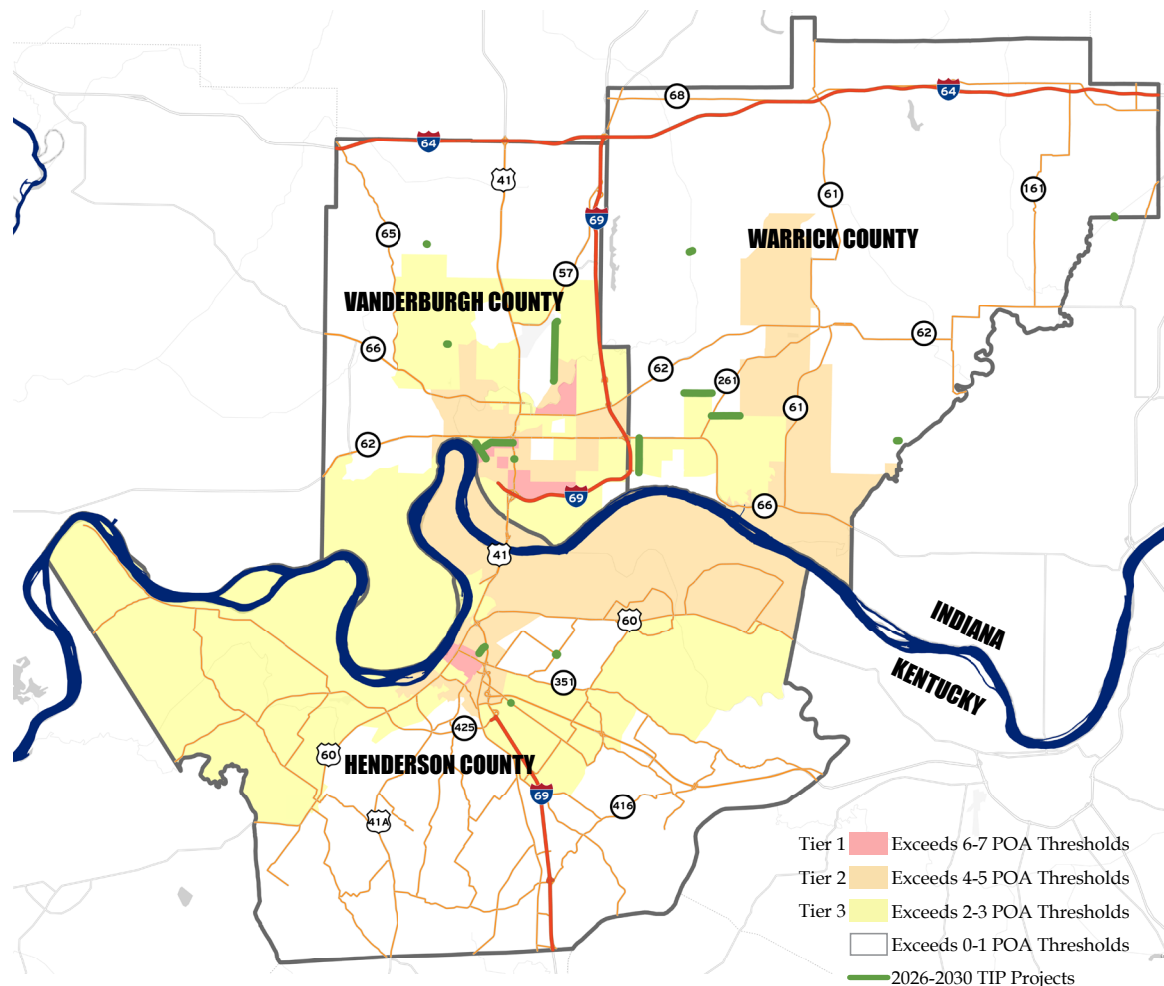
Fiscal constraint for the INDOT and the KYTC programs of projects is demonstrated in their respective STIP documents.

Title VI

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.”

To ensure full and fair participation in the planning process by all segments of the population, the Evansville MPO has developed Planning Outreach Areas (POAs) to determine areas that may benefit from additional outreach efforts. These additional outreach efforts include communication with neighborhood associations, flyers in civic and community centers, and outreach to organizations that assist certain populations. Figure 1.3 shows these areas in the Evansville MPA in relation to the 2026-2030 TIP projects. Appendix D provides more detail regarding the Population Outreach Areas determination.

Figure 1.3: FY 2026-2030 Local Projects and Planning Outreach Areas



Air Quality/Conformity

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

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

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

The TIP is updated every two years and includes five years of programming. To receive federal funding for a transportation project, it is necessary for that project to be consistent with the approved MTP. When a Local Public Agency (LPA) is ready to pursue a project from the MTP, funding is sought through the MPO.

02 TIP PROCESS



TIP Development

Call for Projects

The Evansville MPO distributes a Call for Projects to LPAs to make them aware of available federal funding through the MPO. The Call for Projects includes an application and guidance document that provides background information, application instructions, and outlines the process in which projects are prioritized. The application and guidance document are updated after the adoption of a new MTP to ensure that any changes in goals and overall priorities set forth in the MTP are reflected in the project prioritization process. The application is designed to provide the MPO with project details to aid in the prioritization process. The Call for Projects reference guide, which includes the prioritization process, is included in Appendix E.

After project applications are received and prioritized using the prioritization process, the selected projects are reviewed for funding eligibility and project development schedules are confirmed. These projects are added into the TIP, along with projects that are currently in the TIP, for implementation.

Draft STIP Programs

Indiana and Kentucky both develop a State Transportation Improvement Program (STIP) that includes all state projects using federal transportation funding. Each state provides the draft STIP to the Evansville MPO, and MPO reviews the projects and works with each state's district to refine and address any questions.

For major projects, like the I-69 Ohio River Crossing (ORX), the Evansville MPO works directly with the project team.

Consideration of the emergency events evaluation results, as appropriate, is also part of the program development process (Appendix F).

LPA Coordination

For on-going projects that are already in the TIP, the Evansville MPO reviews project development schedules, confirms current cost estimates, and makes sure the LPA fiscal commitment is still in place. For new projects that are being added to the TIP from the Call for Projects process, a project delivery schedule is developed, funding eligibility is confirmed, and the LPA fiscal commitment is reviewed and confirmed.

For all projects that receive federal approval, the LPAs are required to participate in the MPO quarterly tracking process. The LPAs must submit quarterly progress reports to the MPO and INDOT for use in monitoring the advancement of each project as well as the region's progress towards program delivery. The quarterly project tracking program has successfully resulted in MPO funds being utilized more efficiently and with fewer delays.

Obligation

Projects moving forward into a new TIP from a previous TIP will be given funding priority for construction phases, followed by new projects prioritized in the Call for Projects. A project phase is obligated once it receives federal approval for federal funds. From that point, that obligated phase will no longer be reflected in a new TIP, even though work may be ongoing or incomplete. Projects and/or phases in an active TIP are not removed as they receive federal obligation.

The TIP includes a description of each transportation project or program requesting federal funding and provides a schedule for funding and implementation. The projects and implementation schedules are provided in Chapter 4.

PROGRAM or OBLIGATE?

Program: to delegate a project to be eligible for future reimbursement of federal funds

Obligate: commitment of the federal share of a project's eligible costs

Transit Process

The Evansville Urbanized Area receives Section 5307 Urbanized Area Formula funds and Section 5339 Bus and Bus Facilities Formula funds annually to be sub-allocated to METS. The METS budget far exceeds the funds received through these grants. It is the responsibility of the Evansville MPO to assist METS with the federal grant application and development of an annual program of projects that illustrates the distribution of funds. The MPO's goal is to provide adequate federal funding to continue current levels of service for METS and the community it serves. Some capital projects may need to be delayed or additional local funds may be needed to cover the costs that go beyond the available federal funds.

The 2020 Census data led to a transition for HART from the Section 5307 Urbanized Area Formula and Section 5339 Bus and Bus Facilities Formula grant program to the Section 5311 Formula Grants for Rural Areas Program starting in calendar year 2025. The Section 5311 funds are sub-allocated annually to HART, and other transit agencies throughout the state, for operating, capital, and planning assistance from the Kentucky Transportation Cabinet. The MPO assists the transit agency with the annual grant application and development of a program of projects, for which the funding will be used. The goal is to provide federal funding that is sufficient for maintaining current service levels. As with METS, the HART budget far exceeds the federal funds received.

Performance Progress

The primary goal of the transportation planning process is to develop a safe, cost-effective transportation system that ensures mobility for all people, enhances the quality of life in the region, supports planned growth, promotes economic development, and preserves the integrity and enhances the vitality of the human and natural environment. To achieve this, FHWA, FTA and their partners have developed the Performance Based Planning and Programming (PBPP) process. This process uses data to help assess the effectiveness of plans and programs in meeting state and regional performance goals.

Federally Required Performance Measures

The IIJA requires MPOs, in collaboration with the state DOTs and transit agencies, to formally establish targets for performance measures that align with the identified national goals.

ESTABLISHED NATIONAL GOALS

Safety:

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

Infrastructure Condition:

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

Congestion Reduction:

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

System Reliability:

To improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality:

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

Reduced Project Delivery Delays:

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

The national performance measures are broken down into five categories:

- Safety
- Infrastructure Condition
- System Performance
- Transit Asset Management
- Transit Safety

Federal planning regulations identify performance measures to help determine how well the regional transportation system is meeting national policy goals and the public's expectations. These measures are central to implementing a performance-based planning process that guides investment decisions. This strategic, structured approach relies on performance measurement to reach decisions that fulfill performance outcomes.

Performance measures are intended to:

- clarify the definition of the goals,
- monitor and track performance over time,
- provide a reference for target setting,
- provide a basis for supporting policy and investment decisions by comparing alternative options, and
- allow the ability to assess the effectiveness of projects and strategies.

Establishing Targets

DOTs

With federal performance measures established, state and local targets are set as part of the Transportation Performance Management (TPM) process. INDOT, KYTC, MPOs and FHWA collaborated on the development of targets for the performance measures. The TIP and STIP both include this information, strengthening the connection between the planning process, and resultant project investments, to the established national and local goals. Asset management targets for transit are established by the MPO and transit providers. Table 2.1 demonstrates the link between the TIP's local program of projects and the goals outlined in the MTP 2050.

INDOT and KYTC have initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plans (TAMP) provide detailed information on those initiatives, associated methods for prioritizing projects, goals, objectives and investment strategies, and resulting bridge and pavement conditions based on the 10-year spending plans.

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

Evansville MPO

For each performance measure identified in paragraph (c) of section (23 CFR 490.105 (f)(3)), except the CMAQ Traffic Congestion measures in paragraph (f)(5) of this section, and MPOs meeting the criteria under paragraph (f)(6)(iii) of this section for Total Emissions Reduction measure, the MPOs shall establish targets by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

The Evansville MPO has opted to support the state DOT's (INDOT and KYTC) targets by planning and programming projects that will contribute toward the accomplishment of those targets.

Target Tracking

Safety

Safety performance targets are provided annually by INDOT and KYTC to FHWA and measures:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

Current safety targets are for calendar year 2025 and are based on an anticipated five-year rolling average. The Evansville MPO supports the safety targets published by INDOT and KYTC in their respective Highway Safety Improvement Program (HSIP) Annual Reports. A total of \$118 million has been programmed in the FY 2026-2030 TIP to improve highway safety and support progress towards achieving the identified targets. Table 2.2 includes the safety performance targets and the safety investments in the TIP.

Beyond HSIP-specific initiatives, the TIP features transportation projects primarily designed for reducing congestion or enhancing operational efficiency that, as an added benefit, addresses safety deficiencies. These projects contribute to a safer roadway environment by lowering fatalities and serious injuries across all modes of travel, while also creating safer conditions for bicyclists and pedestrians.

Pavement and Bridge

The pavement and bridge condition performance measures apply to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The

Table 2.1: TIP Program and MTP 2050 Links

| | | | | Quality of Life & Health | Economic Vitality | Environment | Safety & Security |
|--------------------|-------------------|---|--|--------------------------|-------------------|-------------|-------------------|
| Des/ Item # | Road | Limits | Type | | | | |
| City of Evansville | | | | | | | |
| 2401371 | Third St | Court St to Parrett St | Road Reconstruction with drainage improvements | | | | |
| 2401373 | Virginia St | Green River Rd to Circle Front Dr | Road Reconstruction | | | | |
| 2401671 | Various Locations | City Streets posted 35 mph or greater | Improve and/or upgrade the pavement markings | | | | |
| 2401669 | Various Locations | On Diamond Ave, Covert Ave and Lynch Rd | Installation of radar speed limit feedback systems | | | | |
| 2401668 | John St | At Governor St and Garvin St | Installation of Stop Ahead & Other pavement markings, LED Stop signs, and curb bump outs | | | | |
| 2401666 | Various Locations | Signalized Intersections in the City Limits | Installation of backplates on signals. | | | | |
| 2401664 | Franklin St | From Fulton Ave to First Ave | Road reconfiguration to reposition travel lanes, parking, and multiuse path. | | | | |
| Vanderburgh County | | | | | | | |
| N/A | Oak Hill Rd | St George Rd to Eastwood Dr | Road Widening (TWLTL) | | | | |
| 2002538 | Oak Hill Rd | Lynch Rd to St George Rd | Road Widening (TWLTL) | | | | |
| 2201250 | Wimberg Rd | Over Locust Creek | Bridge Replacement (no added travel lanes) | | | | |
| 2401372 | Petersburg Rd | Club House Dr to Boonville New Harmony Rd | Road Reconstruction | | | | |
| Warrick County | | | | | | | |
| 2002539 | Epworth Rd | SR 66 to Tecumseh Dr | Road Widening (5-lane section) | | | | |
| 2401367 | Epworth Rd | SR 662 to Tecumseh Dr | Road Widening (TWLTL) | | | | |
| 2201249 | Oak Grove Rd | SR 261 to Anderson Rd | Road Widening (TWLTL) | | | | |
| 2401529 | Various Locations | Various intersections in Warrick County | Installation of conflict management system | | | | |
| 2101750 | New Harmony Rd | Over Tributary of Pigeon Creek | Bridge Deck Replacement (no added travel lanes) | | | | |
| 2301607 | Stanley Rd | Bridge #37 over Wabash Erie Canal | Bridge Deck Overlay (no added travel lanes) | | | | |
| City of Henderson | | | | | | | |
| TBD | Van Wyk Rd | 5th St to I-69 Exit | Road Reconstruction | | | | |
| Henderson County | | | | | | | |
| 02-714.00 | KY 2183 | At KY 1539 | Intersection Improvement | | | | |
| Transit Providers | | | | | | | |
| Various | Operating | | | | | | |
| Various | Capital | | | | | | |
| Various | Bus Acquisition | | | | | | |

measures are focused on the condition of pavement and bridges, including ramps utilized to access the system.

There are four measures to assess pavement conditions:

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

There are two measures for assessing bridge conditions:

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

Performance is assessed and reported over a four-year performance period, the most current of which runs from January 1, 2023 through December 31, 2026.

The Evansville MPO supports the pavement and bridge targets included in the INDOT and KYTC STIPs. A total of \$181 million and \$31 million respectively has been programmed in the FY 2026-2030 TIP to improve pavement and bridge conditions. Those investments include, but are not limited to, pavement replacement, road reconstruction, and surface treatments for the pavement program and bridge rehabilitation, thin deck overlays, and small structure projects for the bridge program. Table 2.2 shows the Pavement Condition and Bridge Condition Targets and the pavement and bridge investments in the TIP.

System Performance

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

There are two measures for assessing reliability:

- Interstate System - % of person-miles traveled that are reliable (Level of travel time reliability (LOTTR))

- Non-Interstate NHS System - % of person-miles traveled that are reliable (Level of travel time reliability (LOTTR))

There is one measure to assess freight movement:

- Interstate System - Level of truck travel time reliability (TTTR);

and three measures for the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay Per Capita, also known as PHED
- Percent on Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel
- Total Emissions Reductions

Performance is assessed and reported over a four-year performance period, the most current of which runs from January 1, 2023 through December 31, 2026.

The Evansville MPO supports the system performance targets included in the INDOT and KYTC STIPs. To support progress towards approved freight movement and CMAQ system performance targets, a total of \$7 million and \$101 million respectively has been programmed in the FY 2026-2030 TIP to system performance. Table 2.2 shows the System Performance Targets and the applicable investments in the TIP.

Transit Asset Management

Transit Asset Management (TAM) Targets must be set by each transit provider for each applicable asset class annually for all Section 5307 recipients and included in a locally developed TAM Plan. METS has set their own Targets within the locally developed TAM Plan.

For Section 5311 recipients, a group TAM Plan of all agencies within the state is developed and statewide TAM Targets are established. Starting in 2025, HART is included in the KYTC statewide TAM Plan.

To the extent feasible, targets should be supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is for each transit provider to be in a system-wide state of good repair. Table 2.3 shows the 2025 TAM Targets for METS and KYTC and the actual Performance Measures for 2024. See the TAM Plan for more details about each of the transit providers' assets and for future updates.

Table 2.2: TIP/STIP Project Impact

| | | Indiana | | | Kentucky | | | TIP Support (FY 2026-2030) |
|------------------------------------|--|-----------|---------------|---------------|----------|---------------|---------------|--|
| | | 2023 | 2025 Targets | | 2023 | 2025 Targets | | |
| Safety | Number of Fatalities | 847.7 | 812.4 | | 775.2 | 745 | | 30 TIP Projects \$127 M in funding |
| | Rate of Fatalities (per million VMT) | 1.078 | 1.009 | | 1.607 | 1.540 | | |
| | Number of serious injuries | 3,163.7 | 3,031.9 | | 2,821.6 | 2,542.0 | | |
| | Rate of serious injuries (per million VMT) | 3.823 | 3.402 | | 5.843 | 5.84 | | |
| | Number of non-motorized fatalities and serious injuries | 379.2 | 363.4 | | 312.2 | 311 | | |
| | | Indiana | | | Kentucky | | | TIP Support (FY 2026-2030) |
| | | Baseline | 2-Year Target | 4-Year Target | Baseline | 2-Year Target | 4-Year Target | |
| Pavement | Interstate System - % of pavements in Good condition | N/A | 60.0% | 62.0% | 66.2% | 55.0% | 60.0% | 6 TIP Projects \$181 M in funding |
| | Interstate System - % of pavements in Poor condition | N/A | 1.0% | 1.0% | 0.9% | 4.0% | 3.0% | |
| | Non-Interstate NHS System - % of pavements in Good condition | 68.3% | 50.0% | 48.0% | 58.6% | 35.0% | 40.0% | |
| | Non-Interstate NHS System - % of pavements in Poor condition | 5.3% | 1.5% | 1.5% | 1.3% | 6.0% | 5.0% | |
| Bridge | % of NHS Bridges , by deck area in Good condition | 50.0% | 49.0% | 47.5% | 28.6% | 31.0% | 27.0% | 13 TIP Projects \$31 M in funding |
| | % of NHS Bridges , by deck area in Poor condition | 2.3% | 3.0% | 3.0% | 3.8% | 3.7% | 3.6% | |
| System Performance & Freight | Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR) | 93.8% | 93.0% | 93.5% | 97.6% | 95.0% | 93.0% | 1 TIP Project \$7 M in funding |
| | Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR) | N/A | 93.0% | 93.5% | 93.7% | 91.0% | 91.0% | |
| | Interstate System - Level of truck travel time reliability (TTTR) | 1.23 | 1.32 | 1.3 | 1.26 | 1.3 | 1.35 | |
| CMAQ: Emissions Reduction (kg/day) | Cumulative reductions - Particulate Matter (PM 2.5) | 179.17 | 3.00 | 4.00 | | | | 10 TIP Projects \$101 M in funding |
| | Cumulative reductions - Particulate Matter (PM 10) | 4.068 | 0.020 | 0.030 | | | | |
| | Cumulative reductions - Nitrogen Oxide (NOx) | 4,576.37 | 690.00 | 725.00 | 101.98 | 100.00 | 200.00 | |
| | Cumulative reductions - Carbon Monoxide (CO) | 13,939.45 | 330.00 | 520.00 | | | | |
| | Cumulative reductions - Volatile Organic Compound (VOC) | 2,641.02 | 590.00 | 600.00 | 43.99 | 100.00 | 200.00 | |

Table 2.3: TAM Performance Measures and Targets

| | 2024 | 2025 Target |
|--|--------|-------------|
| METS | | |
| Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) | 35% | 35% |
| Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) | 63% | 37% |
| Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale | 86% | 69% |
| Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale | 0% | 0% |
| State of Kentucky | | |
| Rolling Stock (Automobiles)- % of revenue vehicles within a particular asset class that have either met or exceeded their ULB. | 91.67% | 72% |
| Rolling Stock (Buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) | 44.74% | 60% |
| Rolling Stock (Cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) | 12.77% | 9% |
| Rolling Stock (Minivans)- % of revenue vehicles within a particular asset class that have either met or exceeded their ULB. | 25.36% | 36% |
| Rolling Stock (SUVs)- % of revenue vehicles within a particular asset class that have either met or exceeded their ULB. | 22.83% | 15% |
| Rolling Stock (Vans)- percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB. | 16.08% | 5% |
| Facilities (Administrative/Maintenance)- % of facilities within an asset class, rated below condition 3 on the TERM scale. | 8.33% | 0% |
| Facilities (Parking/Park and Ride)- % of facilities within an asset class, rated below condition 3 on the TERM scale. | 0.00% | 0% |
| "Equipment (Non-Revenue Vehicles)- % of those vehicles that have either met or exceeded their ULB." | 73.68% | 56% |
| Equipment (Maintenance/Administrative)- N/A | N/A | N/A |
| Infrastructure- N/A | N/A | N/A |

Henderson Area Rapid Transit (HART) is a part of the State of Kentucky Group Plan as a Section 5311 applicant through KYTC

Public Transit Agency Safety Plan

Since July 21, 2021, public transit agencies that receive Section 5307 Urbanized Area Formula Grant Program funds have been required to have a self-certified Public Transit Agency Safety Plan (PTASP). The PTASP includes safety performance measures and targets for annual number of fatalities, injuries, safety events, and distance between major failures. The MPO worked with METS to develop the PTASP and safety performance measures and targets. These performance measures and targets will be updated within the PTASP annually. Targets are supported by past trends in fatalities, injuries, safety events, and major failures. Table 2.4 shows the 2025 Safety Performance Targets for METS and the actual Performance Measures for 2024. See the PTASP for more details and for future updates.

TIP Support of TAM and PTASP Targets

The TIP must include projects that support these TAM and Safety Targets. The TIP includes more than \$4 million annually for Capital Assistance projects for METS and more than \$700,000 annually for Capital Assistance projects for HART. This includes funds to replace vehicles as needed, annual preventive maintenance efforts, and to make repairs to bus stops, shelters, terminals, and administration/maintenance facilities. The TIP also includes more than \$6.5 million annually for Operating Assistance for METS and more than \$1 million annually for Operating Assistance for HART. These Capital and Operating funds will help METS and HART maintain a state of good repair for their fleet and facilities, ensure safe and reliable vehicles and facilities, and provide safety training for drivers.

Table 2.4: PTASP Performance Measures and Targets

| | | 2024 | 2025 Target |
|---|-----------------|--------------|--------------|
| METS | | | |
| Fatalities - Total number of fatalities that occurred at a transit facility or involving a transit revenue vehicle | Fixed Route | 0 | 0 |
| | Demand Response | 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 | 3 | 0 |
| | Demand Response | 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 | 7 | 0 |
| | Demand Response | 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 | 56,243 miles | 75,000 miles |
| | Demand Response | 50,830 miles | 50,000 miles |

TIP Program Maintenance

TIP Amendments and Administrative Modifications

Schedule and funding adjustments are an inevitable part of the project development process. Amendments and administrative modifications provide a way for TIPs to remain up to date. The TIP may be revised at any time consistent with the procedures established for its development and approval.

TIP Amendment

Amendments represent a major change in the approved TIP and are made in the following situations:

- Significant change in scope of work
- Adding a project or project phase to, or removing a project from, the TIP
- A significant increase in project construction cost or planning/program estimates, as shown in Table 2.5
- Moving a project phase from FY2030, the 5th year, to an earlier fiscal year, years 1 through 4.

Table 2.5: Amendment Thresholds

| Total Project Cost | Amendment | Administrative Modification |
|-----------------------------|-----------|-----------------------------|
| < \$2,000,000 | ≥ 75% | < 75% |
| \$2,000,000 - \$14,999,999 | ≥ 50% | < 50% |
| \$15,000,000 - \$74,999,999 | ≥ 40% | < 40% |
| > \$75,000,000 | ≥ 30% | < 30% |

TIP amendment public participation standards, established in the adopted Evansville MPO Participation Plan, are as follows:

- **Public Comment Period:** 15-day comment period¹.
- **Public Notification:** TIP amendments will be publicized by way of press releases, and an announcement on the MPO website 15 days prior to the meeting.
- **Public Comment Summary Memo:** Presented to Policy and Technical Committees prior to adoption. Public comments received will be included in an appendix to the document.
- **Policy and Technical Committee Meetings:** TIP amendments will be presented at the Technical Committee meeting and adopted at the Policy Committee meeting. Both meetings are open to the public.

Administrative Modification

Administrative modifications to the TIP are considered minor revisions and are processed by staff with no official action or public involvement required. Once the administrative modification has been processed, an email describing the change is distributed to partner agencies and the project sponsor and taken to the next scheduled committee meetings for informational purposes.

¹ Whenever possible, the full comment period will be observed. Certain circumstances may preclude the provision of the established comment period.

The following actions are eligible as administrative modifications, provided the action does not impact fiscal constraint:

- Splitting or combining projects without modifying the original project intent
- Updating project cost estimates (within the original scope and intent) as shown in Table 2.5
- Moving a project from federal funding to state or local funding
- Shifting the schedule of a project or phase within the years covered by the TIP
- Adding projects that are considered “grouped projects” that do not require public review, re-demonstration of fiscal constraint, or a conformity determination. Grouped project categories are listed in Table 4.5 and 4.6 for Kentucky and Indiana respectively

Changes that do NOT require a TIP modification include:

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

Emergency TIP Amendments

Most amendments to the TIP receive a review before entering the program. Exceptions are made when an emergency amendment must be approved prior to the next meeting for the amended project to receive funding. In these cases, the Executive Director is authorized to approve the amendment on behalf of the Policy Committee without having to call an emergency meeting of the committee. The Executive Director’s approval of the amendment is provided to the committees as an information item at the next regularly scheduled board meeting.

Federal regulations require the programming of state and local transportation programs and projects into a Transportation Improvement Program (TIP). There are a variety of funding options available for programmed improvements in the TIP. Many transportation projects programmed in the TIP involve a combination of federal, state, and local funding sources.

03 FUNDING THE TIP



Federal Funds

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

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

FHWA Administered Funds

Surface Transportation Block Grant (STBG) Program

The IIJA continues the long-standing Surface Transportation Block Grant Program (STBG). The STBG program provides funds that States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

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

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

Highway Safety Improvement Program (HSIP)

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

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

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

Carbon Reduction Program (CRP)

The purpose of the Carbon Reduction Program (CRP) is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. The IIJA required State DOTs to develop a Carbon Reduction Strategy that identifies projects, strategies, and policies to reduce transportation emissions. Indiana published their strategy in July 2023, and KYTC published theirs in November 2023.

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

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

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

FTA Administered Funds

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

Section 5303 Metropolitan Planning

Section 5303 provides Federal transit planning assistance with required local match to assist with

the development of long-range transportation plans and transportation improvement programs for metropolitan planning areas of the State as well as the establishment of performance targets that address national transit performance measures issued by the US DOT and based on goals outlined in law. The Evansville MPO receives Section 5303 funding through INDOT for transit planning in Vanderburgh and Warrick counties.

Section 5304 Statewide Planning

Section 5304 provides Federal statewide and non-metropolitan transit planning assistance with required local match to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people while working and coordinating with the State, regional transportation planning organizations and public transit operators. The Evansville MPO receives Section 5304 funding through KYTC for transit planning in Henderson County, Kentucky.

Section 5307 Urbanized Area Formula Funding Program

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

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (METS) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for "traditional" 5310 projects, which includes vehicle acquisitions and other capital items related to those vehicles, and prioritizes non-profit providers over public transportation providers. Funds not used by

non-profits may be used by METS for vehicle acquisition. The remaining funds, up to 45% of the Urbanized Area's total, may be used by METS for other projects that provide access to public transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A local match is required from the City of Evansville or non-profit organization.

Section 5311 Formula Grants for Rural Areas

This program is a formula-based program that provides funds for states and federally recognized Indian Tribes. Sub-recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Updated Census data from 2020 required HART to transition, from Section 5307 to Section 5311 through the State of Kentucky. The funding program provides capital, administrative and operating assistance to states to support public transportation in rural areas with populations less than 50,000. The federal share is 80% for capital projects and 50% for operating assistance. The local match is provided by the City of Henderson.

Section 5339 Bus and Bus Facilities Formula Funding Program

These funds are available to replace, rehabilitate and/or purchase buses and related equipment and to construct bus-related facilities. These funds are allocated using the same formula as the Section 5307 and Section 5311 programs. The program covers up to 80% of capital project costs. The City of Evansville or City of Henderson must provide the local match. METS' Section 5339 funds are allocated directly to them. HART's Section 5339 funds are applied for through the Kentucky Transportation Cabinet and distributed based on the needs of all Section 5311 recipients in the State of Kentucky.

State Funds

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

State transit funding is provided by INDOT for METS. The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds

to public transit systems throughout Indiana that receive federal funds under the Federal Transit Administration. Capital and operating funds are allocated through a performance-based formula. Operating and capital projects require a 50% local match.

KYTC provides State transit funding for HART. The Commonwealth of Kentucky matches capital funds at 10% of the total cost of capital projects under Section 5311, leaving just a 10% local match for the City of Henderson. Transportation Development Credits (Toll Credits) may be used as a credit toward the non-Federal matching share of federally assisted transit projects.

Local Funds

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

Local Road and Street funds

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

Motor Vehicle Highway Account

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

Cumulative Bridge Fund

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

Local Option Auto Excise and Wheel Tax

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

Municipal Road Aid and County Road Aid

Local governments in Kentucky may receive Municipal Road Aid (applicable to cities and unincorporated urban places) or County Road Aid (applicable to counties) to construct, reconstruct or maintain roads and streets.

Local Government Economic Assistance Fund

The Kentucky Local Government Economic Assistance Fund is disbursed to coal producing and coal impact counties. Thirty percent must be spent on the coal haul road system, while the remaining 70% can be used for anything except administrative costs.

Rural Secondary Program

The Kentucky Rural Secondary Program allocates funds to counties for the construction, reconstruction and maintenance of secondary and rural roads.

Local Transit Funding

Local transit funding includes fare revenue and funding from the city's general fund. Fare revenue is subtracted from the total operating cost to calculate a net operating cost. The net operating cost is the portion eligible for FTA funding. All other local transit funding comes from general funds of the City of Evansville and City of Henderson. Local non-profits derive their local match from a variety of sources, but primarily rely on donations from their boards, clients, and the local community.

Fiscal Constraint

The TIP must be fiscally constrained, meaning there should be sufficient financial information to demonstrate that the proposed transportation system improvements can be implemented using committed, available, or reasonably available resources, and with assurance that funding is available to operate and maintain the federally

supported transportation system. The funding projections used in the federal fiscal constraint analysis are based on the estimated apportionment levels in the IJJA which runs through federal fiscal year 2026. The funding projections for the outer years of the TIP assume the federal funding remains at the estimated FY 2026 apportionment levels. Federal fiscal constraint for the FY 2026-2030 TIP is demonstrated in Tables 3.1 and 3.3. Federal funds within the first four years of the TIP are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects.

For purposes of Indiana local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, Local Option Highway User Tax and Cumulative Bridge accounts is considered. Kentucky revenues include Municipal and County Road Aid, Local Government Economic Assistance, and Rural Secondary Program. Table 3.2 summarizes local revenues and federal fund matching costs for the five years of the TIP. Local fiscal constraint is verified by positive balances for regional LPAs. Operations and maintenance efforts are sustainable based on funds available in excess of TIP costs.

During the five-year period of this TIP, both METS and HART will continue to rely on federal, state and local funds for operating, maintenance and capital expenses. Maintenance of existing services as well as scheduled capital equipment replacement will require revenue beyond the means of the City of Evansville and City of Henderson, requiring the need for multiple revenue sources.

METS is eligible for FTA Section 5307, 5310 and 5339 funding. In addition to these federal funds, METS also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds can be used to assist in the financing of operating costs. All other METS funding is from the City of Evansville, primarily through the City's general fund. Riverboat funds may also be used as a local match for capital projects.

HART is eligible for Section 5311 and 5339 funding from the FTA. Through an application to KYTC, HART may receive Section 5311 funds. Additionally, the City of Henderson can send a letter to KYTC to request 10% match for capital projects, reducing the City of Henderson's share for capital projects to 10%. These funds assist in the financing of maintenance costs, bus purchases, paratransit service, and other capital needs. All other HART funding is from the City of Henderson general fund.

Table 3.3 is a summary of the local transit fiscal analysis. Estimated federal, state and local funding for METS, HART and local non-profits is compared to the programmed amounts as detailed in Table 4.4. More specific project information and detailed funding amounts are provided during the grant development process. Additional public outreach is also provided during the grant development process to solicit input regarding the projects and funding sources.

In compliance with the FTA Financial Capacity Policy (Circular 7008.1), it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2026 through 2030.

Table 3.1: Local Program Federal Fiscal Constraint

| Table 3.1: Local Program Federal Fiscal Constraint | | | | | | |
|--|--------------------------|-----------|------------|-----------|----------|------------|
| Funding Source | All amounts in thousands | | | | | TIP Total |
| | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Indiana LPA Program of Projects | | | | | | |
| MPO Attributable | | | | | | |
| STBG-U | \$ 5,162 | \$ 5,160 | \$ 5,160 | \$ 5,160 | \$ 5,160 | \$ 25,802 |
| HSIP | \$ 880 | \$ 880 | \$ 880 | \$ 880 | \$ 880 | \$ 4,400 |
| CMAQ | \$ 993 | \$ 990 | \$ 990 | \$ 990 | \$ 990 | \$ 4,953 |
| TA | \$ 719 | \$ 720 | \$ 720 | \$ 720 | \$ 720 | \$ 3,599 |
| CRP | \$ 627 | \$ 625 | \$ 625 | \$ 625 | \$ 625 | \$ 3,127 |
| PROTECT | \$ 232 | \$ 230 | \$ 230 | \$ 230 | \$ 230 | \$ 1,152 |
| MPO Transfers | \$ (1,500) | \$ - | \$ (5,610) | \$ - | \$ (400) | \$ (7,510) |
| Subtotal | \$ 7,114 | \$ 8,605 | \$ 2,995 | \$ 8,605 | \$ 8,205 | \$ 35,524 |
| State Attributable | | | | | | |
| STBG-R | \$ 325 | \$ 544 | \$ 1,851 | \$ 163 | \$ 1,494 | \$ 4,377 |
| HSIP-R | \$ 108 | \$ 2,246 | \$ - | \$ - | \$ - | \$ 2,354 |
| Subtotal | \$ 433 | \$ 2,789 | \$ 1,851 | \$ 163 | \$ 1,494 | \$ 6,731 |
| Note: Indiana HSIP includes annual STBG penalty funding. | | | | | | |
| Kentucky LPA program of projects | | | | | | |
| Prior Year Balance | \$ 526 | \$ 570 | \$ 1,744 | \$ 2,900 | \$ - | \$ 5,740 |
| Subtotal | \$ 526 | \$ 570 | \$ 1,744 | \$ 2,900 | \$ - | \$ 5,740 |
| Local Project Federal Funding (Indiana & Kentucky) | | | | | | |
| Source | 2026 | 2027 | 2028 | 2029 | 2030 | total |
| Available Federal | \$ 8,073 | \$ 11,964 | \$ 6,590 | \$ 11,668 | \$ 9,699 | \$ 47,994 |
| Programmed Federal | \$ 7,402 | \$ 11,562 | \$ 6,339 | \$ 11,223 | \$ 9,369 | \$ 45,896 |

Table 3.2: Local Fiscal Constraint and Operations/Maintenance

| | Projected Local Revenues 2026-2030 | Programmed Local Matching Costs 2026-2030 | Revenues Available for Operations/ Maintenance |
|--------------------|---------------------------------------|--|---|
| Indiana | | | |
| Vanderburgh County | \$ 55,923,163 | \$ 14,622,641 | \$ 41,300,523 |
| City of Evansville | \$ 54,286,751 | \$ 14,175,500 | \$ 40,111,251 |
| Warrick County | \$ 30,833,176 | \$ 13,913,646 | \$ 16,919,529 |
| | | | |
| Kentucky | | | |
| Henderson County | \$ 10,430,295 | \$ 1,120,000 | \$ 9,310,295 |
| City of Henderson | \$ 3,159,390 | \$ 280,000 | \$ 2,879,390 |

Table 3.3: Local Program Federal Fiscal Constraint for Transit

| | FY 2026-2030 |
|---|-----------------|
| Evansville-Henderson Ubranized Area | |
| Estimated Federal Funds (5307, 5339, 5310) | \$ 26,290,000 |
| Estimated State & Local Funds (METS, HART, non-profits) | \$ 48,712,000 |
| Programmed | \$ 75,002,000 |
| Difference | \$ - |

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The Fiscal Year 2026-2030 TIP calls for the advancement of a variety of projects and programs at a total cost of approximately \$1,135 million. The federal share of the total is approximately \$573 million, the state share is approximately \$475 million, and the local share is approximately \$87 million. While the TIP covers five years of project programming, the FHWA and the FTA will consider the projects in the fifth year as informational. The GIS mapping tool on the Evansville MPO website has a layer that displays all TIP projects, both local and State programs.

Federal regulations require that the TIP include a list of major projects from the previous TIP that have been implemented or have experienced significant delays in their planned implementation. The projects listed in Table 4.1 have been completed, are currently under construction/implementation as appropriate to project type or have been withdrawn from the TIP by request of the project sponsor since the FY 2024-2028 TIP was approved. No projects from the FY 2024-2028 TIP have experienced significant delay.

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

04 TIP PROGRAM OF PROJECTS



Henderson Riverwalk - City of Henderson

TIP Projects Listing

The following pages (Table 4.4) present the funding and implementation schedules for all transportation improvement projects proposed to be undertaken in the federal fiscal years 2026-2030. Project cost estimates in the 2026-2030 TIP are developed by individual project sponsors in year of expenditure estimates. Local project costs are monitored on a quarterly basis through the MPO quarterly tracking process. The cost estimates for projects new to the TIP were developed by the project sponsors based on historical costs for projects of comparable scale and design.

Table 4.2 details the information that can be found in each project listing. Funding codes are shown in Table 4.3.

Table 4.1: Completed Projects Since the FY 2024-2028 TIP

| Project | Type/Limits | Status |
|---|---|--------------------|
| City of Evansville | | |
| Walnut Street Phase 2 | Road Diet with bike from US 41 to Weinbach Avenue | Completed |
| Walnut Street Phase 3 | Road Diet with bike from Martin Luther King Jr Blvd to US 41 | Under Construction |
| US 41 - Washington Ave Intersection | Pedestrian Overpass and intersection improvement | Under Construction |
| Vanderburgh County | | |
| Oak Hill Rd | Road reconstruction from Eastwood Dr to Millersburg Rd | Under Construction |
| Boonville-New Harmony Rd Bridge | Bridge replacement, BR #252 | Completed |
| Warrick County | | |
| Telephone Rd | Road widening 2 to 3 lanes, bike/pedestrian facilities | Under Construction |
| Myers Rd Bridge | Bridge replacement, BR #310 | Under Construction |
| Wallace Fork Rd Bridge | Bridge replacement, BR #200 | Under Construction |
| Third Street (Boonville) | Road reconstruction from Sycamore Street to N of Olive Street | Completed |
| City of Henderson/Henderson County | | |
| Wathen Lane | Road Upgrade from US 60 to the city limits | Under Construction |
| INDOT/KYTC | | |
| I-69 ORX Phase 1 (Sections 1 & 3) | Henderson By-Pass (KY 425) to US 60 | Under Construction |

Table 4.2: How to Read the Project Listings

| Name/Abbreviation | Definition |
|---|---|
| Route: | The name of the road/intersection on/at which the project is located, if applicable. |
| Project limits: | Describes the project location in more detail. |
| Des#/Item#: | A designation or item number assigned to the project by the state department of transportation (INDOT or KYTC) when the project is entered into the state system. |
| Planning reference: | Planning source for the project including the Metropolitan Transportation Plan 2050 (MTP 2050) reference if applicable. If the project is non-exempt from the air quality conformity determination it is noted. All other projects are considered exempt. |
| Length: | Project length, if applicable. |
| Federal funding category/source: | The project's federal funding program, if applicable. |
| Amendment/modification date: | The date of the most recent amendment or modification for a project, if applicable. |
| Description: | Description of the project including, but not limited to, the type of work, additional location details and associated projects. |
| PE: | Preliminary engineering including planning activities. |
| RW: | Right-of-way engineering and/or acquisition. |
| CN: | Construction activities including construction engineering and/or actual construction, utility construction related costs (Indiana), railroad construction related costs. |
| U: | Utility relocation (Kentucky) |
| Planning/Cost to Complete | Cost estimates for phases beyond fiscal year 2030. |
| Project Total: | Total of costs presented in the TIP fiscal years and Cost to Complete columns plus estimated previous funding for the project. Estimate is reflective of all costs spent to date and estimated for future expenditures. |
| Total Programmed: | Total of costs presented in the TIP fiscal years and Cost to Complete columns. |

Table 4.3: Funding Codes

| Local Funding Codes: | |
|----------------------------------|---|
| LOCAL | Local Funds |
| State Funding Codes: | |
| INDOT | State of Indiana Funds |
| PMTF | State of Indiana Public Mass Transit Fund |
| KYTC | State of Kentucky Funds |
| Federal Funding Codes: | |
| CMAQ | Congestion Mitigation & Air Quality |
| CRP | Carbon Reduction Program |
| FTA Section 5307 | Urbanized Area Formula Funding Program |
| FTA Section 5310 | Enhanced Mobility of Seniors and Individuals with Disabilities Program |
| FTA Section 5311 | Formula Grants for Rural Areas Program |
| FTA Section 5339 | Bus and Bus Facilities Formula Funding Program |
| HSIP | Highway Safety Improvement Program |
| NHFP | National Highway Freight Program |
| NHPP | National Highway Performance Program |
| PROTECT | Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation |
| RHCP | Railway-Highway Crossings Program Set-aside |
| RTP | Recreational Trails Program Set-aside |
| STBG, STBG-U, STBG-R, SHN | Surface Transportation Block Grant Program (STBG): U = EMPO (Group I), R = Rural (Group III or IV), SHN = EMPO KYTC funds |
| STBG-B | Bridge Funds Program Set-aside |
| TA | Transportation Alternatives Set-aside |

Table 4.4: TIP Projects Listing

| Sponsor: Indiana Department of Transportation | | | | | | | | | | | | |
|--|--|--|-------|--------------------------|----------|----------|----------|----------|----------------------------------|---------------------------------|-----------------|-----------|
| Route | Project Limits | | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | State Share | |
| Contract # | Planning Reference | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | | |
| Length: | Federal Funding Category | | | | | | | | | Amendment/ Modification Date | | |
| Description: | | | | | | | | | | | | |
| Vanderburgh County | | | | | | | | | | | | |
| SR 57 | From 1.32 mi N of US 41 to S jct of I 69 | | PE | | | | | | | \$ - | \$ - | |
| 43982 | | | RW | | | | | | | \$ - | \$ - | |
| 6.442 mi | NHPP | | CN | \$5,599 | | | | | | \$ 4,479 | \$ 1,120 | |
| HMA Overlay, preventative maintenance. Includes Des# 2100260 | | | | | | | | | | | Project Total * | \$5,609 |
| SR 57 | 1.08 mi S of I-69 | | PE | | | | | | | \$ - | \$ - | |
| 44509 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | | CN | \$20 | | \$1,643 | | | | \$ 1,330 | \$ 333 | |
| Bridge rehabilitation or repair. Includes Des# 2200684 | | | | | | | | | | | Project Total * | \$2,076 |
| SR 62 | SR 62 from 3.92 mi W of S US 41 (Ingle Ave to 2.72 mi W of Jct US 41 (Wabash Ave) | | PE | | | | | | | \$ - | \$ - | |
| 45152 | | | RW | | | | | | | \$ - | \$ - | |
| 1.99 mi. | NHPP, TA, CRP, HSIP | | CN | \$3,670 | \$34,411 | | | | | \$ 30,465 | \$ 7,616 | |
| Pavement replacement and intersection improvements. Includes Des# 1900263, 2000187, 2301254, 2400672 | | | | | | | | | | | Project Total * | \$42,153 |
| SR 62 | At Green River Rd, 1.5 mi W of I-69 | | PE | | | | | | | \$ - | \$ - | |
| 45035 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG | | CN | | | | | \$6,788 | | \$ 5,430 | \$ 1,358 | |
| Intersection Improvement. Includes Des# 2300710 | | | | | | | | | | | Project Total * | \$7,490 |
| SR 62 | Various locations | | PE | | | | | | | \$ - | \$ - | |
| 44013 | | | RW | | | | | | | \$ - | \$ - | |
| 0.1 mi | STBG | | CN | \$740 | \$2,545 | | | | | \$ 2,628 | \$ 657 | |
| Intersection improvement with added turn lanes. Includes Des# 2100044 (at Boeke Rd), 2100051 (at Stockwell Rd) | | | | | | | | | | | Project Total * | \$4,322 |
| SR 62 | Over Harper Ditch, 1.78 E US 41 | | PE | | | | | | | \$ - | \$ - | |
| 45285 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG | | CN | | | \$982 | | | | \$ 786 | \$ 196 | |
| Bridge Deck Overlay. Includes Des# 2300807 | | | | | | | | | | | Project Total * | \$1,178 |
| SR 66 | Over UNT, 1.45 mi E of Jct SR 65 | | PE | | | | | | | \$ - | \$ - | |
| 43986 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG | | CN | \$439 | | | | | | \$ 351 | \$ 88 | |
| Small structure pipe lining. Des# 2100812 | | | | | | | | | | | Project Total * | \$439 |
| SR 66 | From 1.81 mi E of US 41 to 1.91 E of US 41 (EB). | | PE | | | | | | | \$ - | \$ - | |
| 45295 | | | RW | | \$20 | | | | | \$ 16 | \$ 4 | |
| n/a | HSIP, STBG, NHPP | | CN | | \$10 | \$270 | | | | \$ 224 | \$ 56 | |
| Bike and pedestrian facilities. Includes Des# 2301241 | | | | | | | | | | | Project Total * | \$653 |
| US 41 | Intersection with Lynch Rd., 1.0 mi. N of SR 66 | | PE | \$60 | | | | | | \$ 48 | \$ 12 | |
| 39923 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | | CN | \$1,337 | | | | | | \$ 1,070 | \$ 267 | |
| Intersection improvement with turn lanes. Includes Des# 1601011 | | | | | | | | | | | Project Total * | \$1,725 |
| US 41 | At St George Rd, 1.57 mi S of SR 57 | | PE | | | | | | | \$ - | \$ - | |
| 44499 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | | CN | \$115 | | | \$5,879 | | | \$ 4,795 | \$ 1,199 | |
| Intersection improvement project. Includes Des# 2200044 | | | | | | | | | | | Project Total * | \$7,968 |
| US 41 | At Petersburg Road, 0.66 mi S of SR 57 | | PE | | | | | | | \$ - | \$ - | |
| 45753 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | HSIP, NHPP | | CN | \$650 | \$943 | | | | | \$ 1,434 | \$ 159 | |
| Intersection improvement with added turn lanes and signals. Includes Des# 2200033, 2200037 | | | | | | | | | | | Project Total * | \$2,138 |
| US 41 | At SR 57 | | PE | | | | | | | \$ - | \$ - | |
| 45412 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | | CN | | | | | \$494 | | \$ 395 | \$ 99 | |
| Intersection improvement. Includes Des# 2200040 | | | | | | | | | | | Project Total * | \$962 |
| US 41 | 3.3 miles N SR 57 to 0.85 mi S SR 168 | | PE | | | | | | | \$ - | \$ - | |
| 45274 | | | RW | \$169 | | | | | | \$ 135 | \$ 34 | |
| 10.2 mi. | NHPP | | CN | | \$475 | \$48,043 | \$33,841 | \$28,386 | | \$ 88,596 | \$ 22,149 | |
| Rubbleize PCCP & HMA Overlay. Includes Des# 2301147, 2301093 | | | | | | | | | | | Project Total * | \$121,274 |
| US 41 | Over Pond Flat Ditch, 2.01 mi S of I 64 | | PE | | | | | | | \$ - | \$ - | |
| 44508 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | | CN | | \$250 | \$5,084 | | | | \$ 4,267 | \$ 1,067 | |
| Bridge Replacement. Includes Des# 2200649, 2200650 | | | | | | | | | | | Project Total * | \$6,172 |
| US 41 | Vietnam Gold Star Bridge over Ohio River | | PE | | | | | | | \$ - | \$ - | |
| n/a | | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | | CN | | | | \$10,600 | | | \$ 8,480 | \$ 2,120 | |
| Bridge Painting of northbound and southbound Ohio River bridges. Includes Des# 1902704, 1902705 | | | | | | | | | | | Project Total * | \$10,600 |
| I-64 | From 0.82 miles E of SR 65 to 0.96 miles E of SR 65 | | PE | | | | | | | \$ - | \$ - | |
| 44506 | | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | | CN | | \$4,057 | | | | | \$ 3,651 | \$ 406 | |
| Slide correction. Includes Des# 2200519, 2200972, 2400720 | | | | | | | | | | | Project Total * | \$4,221 |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Indiana Department of Transportation | | | | | | | | | | | |
|---|---|---------|--------------------------|-----------|-----------|-----------|-----------|----------------------------------|---------------------|-------------|--|
| Route | Project Limits | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | State Share | |
| Contract # | Planning Reference | | 2026 | 2027 | 2028 | 2029 | 2030 | | | | |
| Length: | Federal Funding Category | | | | | | | | | | |
| Description: | Amendment/ Modification Date | | | | | | | | 2026-2030 Estimates | | |
| I-69 | New Welcome Center near Evansville | PE | | | | | | | \$ - | \$ - | |
| 45265 | | RW | \$401 | | \$7,006 | | | | \$ 6,666 | \$ 741 | |
| n/a | NHPP | CN | | | | | | | \$ - | \$ - | |
| Includes Des# 2201275 | | | | | | | | | Project Total * | \$50,680 | |
| I-69 & I-64 | From US 41 to I-64 & from SR 65 to SR 161 | PE | | | \$850 | | | | \$ 765 | \$ 85 | |
| 43506 | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | CN | | | | | \$8,687 | | \$ 7,818 | \$ 869 | |
| ITS Traffic Management Systems. Includes Des# 1802087, 2002562 | | | | | | | | | Project Total * | \$9,537 | |
| Various | Various locations | PE | | | | | | | \$ - | \$ - | |
| 44500 | | RW | \$149 | | | | | | \$ 119 | \$ 30 | |
| n/a | NHPP, TA, CRP, HSIP | CN | \$20 | \$400 | \$4,375 | | | | \$ 3,836 | \$ 959 | |
| Intersection improvement projects SR 66, 2.23 miles W of SR 65 (University Parkway) & SR 57, 3.36 mi S of I-69 (N. Green River Rd). Includes Des# 2200038, 2301075, 2400696 | | | | | | | | | Project Total * | \$6,239 | |
| Warrick County | | | | | | | | | | | |
| SR 66 & SR 61 | Various locations in the Vincennes District | PE | | | | | | | \$ - | \$ - | |
| 43972 | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG, NHPP | CN | \$1,760 | | | | | | \$ 1,408 | \$ 352 | |
| Bridge deck overlays. Includes Des# 2100633, 2100634, 2100642, 2100643 | | | | | | | | | Project Total * | \$3,685 | |
| SR 68 | Over Mill Creek, 0.26 mi E of SR 61 | PE | | | | | | | \$ - | \$ - | |
| 43235 | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG | CN | \$1,843 | | | | | | \$ 1,474 | \$ 369 | |
| Bridge replacement. Includes Des# 2002063 | | | | | | | | | Project Total * | \$2,615 | |
| SR 161 | From 2.63 mi N to 3.48 mi N SR 66 | PE | | | | | | | \$ - | \$ - | |
| 45273 | | RW | \$300 | | | | | | \$ 240 | \$ 60 | |
| n/a | STBG | CN | | \$100 | \$983 | | | | \$ 866 | \$ 217 | |
| Bike and pedestrian facilities. Includes Des# 2301087 | | | | | | | | | Project Total * | \$2,150 | |
| I-64 | CCTV Cameras/Detection from SR 69 to Lanesville | PE | | \$700 | | | | | \$ 630 | \$ 70 | |
| 41768 | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | CN | | | | | \$6,618 | | \$ 5,956 | \$ 662 | |
| ITS Traffic management systems. Includes Des# 1802047 | | | | | | | | | Project Total * | \$6,971 | |
| I 64 | From 3.32 mi E of SR 65 interchange to 1.69 mi W of | PE | | | | | | | \$ - | \$ - | |
| 44505 | SR 37 interchange | RW | | | | | | | \$ - | \$ - | |
| 76 mi. | NHPP | CN | | \$11,499 | | | | | \$ 10,349 | \$ 1,150 | |
| Small structures and drains construction. Includes Des# 2200518 | | | | | | | | | Project Total * | \$12,769 | |
| I-64 & SR 64 | Various locations in the Vincennes District | PE | | | | | | | \$ - | \$ - | |
| 43969 | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | CN | \$3,303 | | | | | | \$ 2,973 | \$ 330 | |
| Bridge deck overlays. Includes Des# 2100668, 2100669, 2100717, 2100718, 2100753 | | | | | | | | | Project Total * | \$4,353 | |
| Various | Various locations in the Vincennes District | PE | | | | | | | \$ - | \$ - | |
| 41765 | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG | CN | \$2,460 | | | | | | \$ 1,968 | \$ 492 | |
| ITS traffic management systems - Signal controller/communications upgrade; Includes Des# 1800949, 1900414 | | | | | | | | | Project Total * | \$2,460 | |
| Various | Various locations in the Vincennes District | PE | | | | | | | \$ - | \$ - | |
| 43987 | | RW | | | | | | | \$ - | \$ - | |
| n/a | HSIP, STBG | CN | \$545 | | | | | | \$ 436 | \$ 109 | |
| Raised pavement markings, refurbished. Includes Des# 2101029 | | | | | | | | | Project Total * | \$545 | |
| Various | Various locations in the Vincennes District | PE | | | | | | | \$ - | \$ - | |
| 44365 | | RW | | | | | | | \$ - | \$ - | |
| n/a | NHPP | CN | | \$1,168 | | | | | \$ 934 | \$ 234 | |
| Traffic signal repair. Includes Des# 2200944, 2200945 | | | | | | | | | Project Total * | \$990 | |
| Various | Various locations in the Vincennes District | PE | | | | | | | \$ - | \$ - | |
| 44781 | STBG | RW | | | | | | | \$ - | \$ - | |
| n/a | | CN | | \$45 | | | | | \$ 36 | \$ 9 | |
| Signing installation / repair. Includes Des# 2200006 | | | | | | | | | Project Total * | \$45 | |
| Various | Various locations along Indiana Interstates | PE | | | | | | | \$ - | \$ - | |
| 44987 | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG | CN | \$20,000 | \$27,300 | \$19,000 | | | | \$ 59,670 | \$ 6,630 | |
| Electric vehicle charging infrastructure. Includes Des# 2300274 | | | | | | | | | Project Total * | \$66,300 | |
| Various | Completion of Phase IV of the HELPERS program | PE | \$328 | \$336 | \$344 | | | | \$ 907 | \$ 101 | |
| n/a | | RW | | | | | | | \$ - | \$ - | |
| n/a | HSIP | CN | | | | | | | \$ - | \$ - | |
| Planning/Feasibility Studies for Local Roads and Streets. Includes Des# 2400077 | | | | | | | | | Project Total * | \$1,008 | |
| Grouped Projects Various | | | | | | | | | | | |
| Various Various locations: See grouped projects summary and table at end of all project listings | | | | | | | | | | | |
| | | PE | \$ 388 | \$ 1,036 | \$ 1,194 | \$ - | \$ - | | \$ 2,350 | \$ 268 | |
| | | RW | \$ 1,019 | \$ 20 | \$ 7,006 | \$ - | \$ - | | \$ 7,177 | \$ 868 | |
| | | CN | \$ 42,501 | \$ 83,203 | \$ 80,380 | \$ 50,320 | \$ 50,973 | | \$ 256,107 | \$ 51,270 | |
| | | Total | \$ 43,908 | \$ 84,259 | \$ 88,580 | \$ 50,320 | \$ 50,973 | | \$ 265,634 | \$ 52,406 | |
| | | Federal | \$ 37,595 | \$ 71,891 | \$ 73,584 | \$ 40,256 | \$ 42,309 | | \$ 265,634 | | |
| | | State | \$ 6,313 | \$ 12,368 | \$ 14,996 | \$ 10,064 | \$ 8,664 | | | \$ 52,406 | |
| * Project Total estimates provided by INDOT | | | | | | | | | | | |

* Project Total estimates provided by INDOT

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Indiana Department of Transportation/Kentucky Transportation Cabinet | | | | | | | | | | |
|--|---|------------|---------------------------|--------|-------|-------|------|------------------------------------|------------------|-------------|
| Route Des# Length: Description: | Sections Planning Reference Federal Funding Category Amendment/ Modification Date | Phase | All amounts in millions * | | | | | Planning/ Cost to Complete * | Federal Share | State Share |
| | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| 2024-2028 Estimates | | | | | | | | | | |
| Phase 1 | | | | | | | | | | |
| PR 69 | Sections 1 and 3 | PE | | | | | | | \$ - | \$ - |
| 2101318, | MTP 2050: 30-22, 23 (non-exempt) | RW | | | | | | | \$ - | \$ - |
| 02-1088.2 | NHPP | UT | | | | | | | \$ - | \$ - |
| | | CN | | | | | | | \$ - | \$ - |
| Develop route/alignment for Interstate 69. Section 1: approach work in KY from KY 425 to US 60. Section 3: approach work in IN including roadways and bridges. | | | | | | | | | Project Total | \$469 |
| Phase 2 | | | | | | | | | | |
| PR 69 | Section 2 | PE | \$5 | | | | | | \$ 4 | \$ 1 |
| 1601700, | MTP 2050: 40-19 (non-exempt) | RW | \$10 | | | | | | \$ 8 | \$ 2 |
| 02.1088.5, | | UT | | | | | | | \$ - | \$ - |
| 1088.52, | NHPP, IF | CN | \$203 | \$150 | \$95 | \$48 | | \$421 | \$ 117 | \$ 379 |
| Develop route/alignment for Interstate 69. Section 2: New four-lane river crossing. | | | | | | | | | Project Total | \$887 |
| | | PE | \$ 5 | \$ - | \$ - | \$ - | \$ - | | \$ 4 | \$ 1 |
| | | RW | \$ 10 | \$ - | \$ - | \$ - | \$ - | | \$ 8 | \$ 2 |
| | | UT | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ - |
| | | CN | \$ 203 | \$ 150 | \$ 95 | \$ 48 | \$ - | | \$ 117 | \$ 379 |
| | | Total | \$ 218 | \$ 150 | \$ 95 | \$ 48 | \$ - | | \$ 129 | \$ 382 |
| | | Federal IN | \$ 2 | \$ - | \$ - | \$ - | \$ - | | \$ 2 | |
| | | Federal KY | \$ 25 | \$ 35 | \$ 29 | \$ 38 | | | \$ 127 | |
| | | IN | \$ 0.5 | \$ - | \$ - | \$ - | \$ - | | | \$ 0.5 |
| | | KY | \$ 191 | \$ 115 | \$ 66 | \$ 10 | \$ - | | | \$ 381 |

* Financial information from the I-69 ORX Project Financial Plan Annual Update - October 2024.

web link: https://i69ohiorivercrossing.com/wp-content/uploads/2024/12/2024-I-69-ORX-FPAU_FINAL.pdf

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: City of Evansville | | | | | | | | | | |
|---|---|---------|--------------------------|----------|----------|------|-----------|----------------------------------|---------------|-------------|
| Route Des# Length: Description: | Project Limits Planning Reference Federal Funding Category Amendment/ Modification Date | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | Local Share |
| | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| | | | | | | | | | | |
| City Engineer | | | | | | | | | | |
| Third St | Court St to Parrett St | PE | \$1,000 | | | | | | \$ 3 | \$ 997 |
| 2401371 | MTP 2050:40-20 | RW | | | \$350 | | | | \$ 3 | \$ 347 |
| 0.8 mi. | STBG-U/CMAQ | CN | | | | | \$17,160 | | \$ 7,875 | \$ 9,285 |
| Contract 45746; Road reconstruction | | | | | | | | | Project Total | \$18,510 |
| Virginia St | Green River Rd to Circle Front Dr | PE | | | \$1,300 | | | | \$ 3 | \$ 1,297 |
| 2401373 | MTP 2050: 40-1 | RW | | | | | \$2,000 | | \$ - | \$ 2,000 |
| 1.93 mi. | STBG-U/CMAQ | CN | | | | | | \$19,000 | \$ - | \$ - |
| Contract: 45748; Road reconstruction | | | | | | | | | Project Total | \$22,300 |
| Various | City Streets posted 35 mph or greater | PE | | | | | | | \$ - | \$ - |
| 2401671 | | RW | | | | | | | \$ - | \$ - |
| n/a | HSIP-R | CN | | | \$1,104 | | | | \$ 994 | \$ 110 |
| Contract 45921; Grouped Projects (Signing, marking, striping, and rumble strips) Improve and/or upgrade the pavement markings on all streets posted 35 mph or greater. | | | | | | | | | Project Total | \$1,104 |
| Various | On Diamond Ave, Covert Ave and Lynch Rd | PE | | | | | | | \$ - | \$ - |
| 2401669 | | RW | | | | | | | \$ - | \$ - |
| n/a | HSIP-R | CN | | | \$92 | | | | \$ 83 | \$ 9 |
| Contract 45893; Grouped Projects (Traffic signal system improvements and lighting) Installation of radar speed limit feedback systems | | | | | | | | | Project Total | \$92 |
| John St | At Governor St and Garvin St | PE | | | | | | | \$ - | \$ - |
| 2401668 | | RW | | | | | | | \$ - | \$ - |
| n/a | HSIP-R | CN | | | \$212 | | | | \$ 191 | \$ 21 |
| Contract 45897; Grouped Projects (Signing, marking, striping, and rumble strips) Installation of Stop Ahead & Other pavement markings, LED Stop signs, and curb bump outs | | | | | | | | | Project Total | \$212 |
| Various | Signalized Intersections in the City Limits | PE | | | | | | | \$ - | \$ - |
| 2401666 | | RW | | | | | | | \$ - | \$ - |
| n/a | HSIP-R | CN | | | \$921 | | | | \$ 829 | \$ 92 |
| Contract 45901; (Traffic signal system improvements and lighting) Installation of backplates on signals. | | | | | | | | | Project Total | \$921 |
| Franklin St | From Fulton Ave to First Ave | PE | | | | | | | \$ - | \$ - |
| 2401664 | | RW | | | | | | | \$ - | \$ - |
| 0.33 mi | HSIP-R | CN | | | \$166 | | | | \$ 149 | \$ 17 |
| Contract 45920; Grouped Projects (Signing, marking, striping, and rumble strips) Road reconfiguration to reposition travel lanes, parking, and multiuse path. | | | | | | | | | Project Total | \$166 |
| | | PE | \$ 1,000 | \$ - | \$ 1,300 | \$ - | \$ - | | \$ 6 | \$ 2,294 |
| | | RW | \$ - | \$ - | \$ 350 | \$ - | \$ 2,000 | | \$ 3 | \$ 2,347 |
| | | CN | \$ - | \$ 2,495 | \$ - | \$ - | \$ 17,160 | | \$ 10,121 | \$ 9,535 |
| | | Total | \$ 1,000 | \$ 2,495 | \$ 1,650 | \$ - | \$ 19,160 | | \$ 10,130 | \$ 14,176 |
| | | Federal | \$ 3 | \$ 2,249 | \$ 3 | \$ - | \$ 7,875 | | \$ 10,130 | |
| | | Local | \$ 997 | \$ 597 | \$ 1,297 | \$ - | \$ 11,285 | | | \$ 14,176 |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Vanderburgh County | | | | | | | | | | |
|---|---|---------------------------------|--------------------------|-----------------|-----------------|---------------|--------------|----------------------------------|---------------------|------------------|
| Route | Project Limits | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | Local Share |
| Des# | Planning Reference | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| Length: | Federal Funding Category | Amendment/ Modification Date | | | | | | | | |
| Description: | | | | | | | | | 2024-2028 Estimates | |
| Oak Hill Road | From St George Rd to Eastwood Dr | PE | | | | | | | \$ - | \$ - |
| n/a | MTP 2050: 30-6 | RW | | | | | | | \$ - | \$ - |
| 0.7 mi. | n/a | CN | \$2,777 | \$2,527 | | | | | \$ - | \$ 5,304 |
| Road reconstruction project to add center left turn lane, bike lanes, and sidewalk on eastside of corridor. | | | | | | | | | Project Total | \$5,604 |
| Oak Hill Road | From Lynch Rd to St George Rd | PE | | | | | | | \$ - | \$ - |
| 2002538 | MTP 2050: 30-5 | RW | | | | | | | \$ - | \$ - |
| 1.02 mi. | STBG-U/CMAQ/CRP | CN | \$12,326 | | | | | | \$ 6,541 | \$ 5,785 |
| Contract 43470: Road reconstruction project to add center left turn lane, bike lanes, and sidewalk on eastside of corridor. | | | | | | | | | Project Total | \$13,683 |
| Wimberg Rd | Bridge #2430 over Locust Creek | PE | | | | | | | \$ - | \$ - |
| 2201250 | | RW | | \$75 | | | | | \$ - | \$ 75 |
| n/a | STBG-U | CN | | | \$3,777 | | | | \$ 2,741 | \$ 1,036 |
| Contract 44746: Bridge replacement (no additional travel lanes) | | | | | | | | | Project Total | \$4,282 |
| Petersburg Rd | Club House Dr to Boonville New Harmony Rd | PE | | \$1,757 | | | | | \$ - | \$ 1,757 |
| 2401372 | MTP 2050: 40-4 | RW | | | | \$560 | | | \$ - | \$ 560 |
| 1.02 mi. | STBG-U | CN | | | | | | \$11,503 | \$ - | \$ - |
| Contract 45747: Road reconstruction | | | | | | | | | Project Total | \$13,820 |
| Bridge Inspections | Vanderburgh County | PE | \$35 | \$219 | \$45 | \$192 | \$38 | | \$ 423 | \$ 106 |
| Various | | RW | | | | | | | \$ - | \$ - |
| n/a | STBG-B | CN | | | | | | | \$ - | \$ - |
| Inspection of all county bridges over 20 ft. in length (152) Includes Des#2101163, 2300131 | | | | | | | | | Total Programmed | \$528 |
| | | PE | \$ 35 | \$ 1,976 | \$ 45 | \$ 192 | \$ 38 | | \$ 423 | \$ 1,863 |
| | | RW | \$ - | \$ 75 | \$ - | \$ 560 | \$ - | | \$ - | \$ 635 |
| | | CN | \$ 15,103 | \$ 2,527 | \$ 3,777 | \$ - | \$ - | | \$ 9,282 | \$ 12,125 |
| | | Total | \$ 15,138 | \$ 4,578 | \$ 3,822 | \$ 752 | \$ 38 | | \$ 9,705 | \$ 14,623 |
| | | Federal | \$ 6,569 | \$ 175 | \$ 2,777 | \$ 154 | \$ 30 | | \$ 9,705 | |
| | | Local | \$ 8,569 | \$ 4,403 | \$ 1,045 | \$ 598 | \$ 8 | | | \$ 14,623 |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Warrick County | | | | | | | | | | | |
|---|--|---------------------------------|--------------------------|------------------|-----------------|------------------|-----------------|----------------------------------|---------------------|------------------|----------|
| Route | Project Limits | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | Local Share | |
| Des# | Planning Reference | | 2026 | 2027 | 2028 | 2029 | 2030 | | | | |
| Length: | Federal Funding Category | Amendment/ Modification Date | | | | | | | | | |
| Description: | | | | | | | | | 2024-2028 Estimates | | |
| Epworth Rd | SR 66 to Tecumseh Dr - Phase 1 | PE | | | | | | | \$ - | \$ - | |
| 2002539 | MTP 2050: 30-11 (Non-Exempt) | RW | \$2,900 | | | | | | \$ 1 | \$ 2,899 | |
| 0.9 mi. | STBG-U/CMAQ/CRP | CN | | \$12,187 | | | | | \$ 8,200 | \$ 3,987 | |
| Contract 43468; HMA overlay structural, which includes road widening, pedestrian/bike facilities and drainage improvements | | | | | | | | | Project Total | | \$19,436 |
| Epworth Rd | SR 662 to Tecumseh Dr - Phase 2 | PE | \$920 | | | | | | \$ 3 | \$ 917 | |
| 2401367 | MTP 2050: 40-21 | RW | | | | \$1,200 | | | \$ - | \$ 1,200 | |
| 0.59 mi. | STBG-U/CMAQ/CRP | CN | | | | | | \$8,470 | \$ - | \$ - | |
| Contract 45745; HMA overlay structural, which includes road widening, pedestrian/bike facilities and drainage improvements | | | | | | | | | Project Total | | \$10,590 |
| Oak Grove Rd | SR 261 to Anderson Rd | PE | | | | | | | \$ - | \$ - | |
| 2201249 | MTP 2050: 30-13 | RW | \$1,900 | | | | | | \$ 3 | \$ 1,897 | |
| 1.24 mi. | STBG-U | CN | | | | \$10,200 | | | \$ 8,160 | \$ 2,040 | |
| Contract 44747; Road widening from 2 to 3 lanes, pedestrian facilities, and drainage improvements | | | | | | | | | Project Total | | \$13,041 |
| Various | Various intersections in Warrick County | PE | | | | | | | \$ - | \$ - | |
| 2401529 | | RW | | | | | | | \$ - | \$ - | |
| n/a | HSIP-R | CN | \$120 | | | | | | \$ 108 | \$ 12 | |
| Contract 45920; Grouped Projects (Signing, marking, striping, and rumble strips) Installation of conflict management system | | | | | | | | | Project Total | | \$120 |
| New Harmony Rd | Bridge #140 over Tributary of Pigeon Creek | PE | | \$450 | | | | | \$ 360 | \$ 90 | |
| 2101750 | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG-R | CN | | | \$2,030 | | | | \$ 1,624 | \$ 406 | |
| Contract 44286; Bridge deck replacement (no additional travel lanes) | | | | | | | | | Project Total | | \$2,480 |
| Stanley Rd | Bridge #37 over Wabash Erie Canal | PE | | | | | | | \$ - | \$ - | |
| 2301607 | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG-R | CN | | | | | \$1,830 | | \$ 1,464 | \$ 366 | |
| Contract 45500; Bridge deck overlay (no additional travel lanes) | | | | | | | | | Project Total | | \$1,830 |
| Bridge Inspections | Warrick County | PE | \$237 | \$10 | \$239 | \$11 | | | \$ 399 | \$ 100 | |
| Various | | RW | | | | | | | \$ - | \$ - | |
| n/a | STBG-B | CN | | | | | | | \$ - | \$ - | |
| Inspection of all county bridges over 20 ft. in length (115). Includes Des# 2300132 | | | | | | | | | Total Programmed | | \$498 |
| | | PE | \$ 1,157 | \$ 460 | \$ 239 | \$ 11 | \$ - | | \$ 762 | \$ 1,107 | |
| | | RW | \$ 4,800 | \$ - | \$ - | \$ 1,200 | \$ - | | \$ 4 | \$ 5,996 | |
| | | CN | \$ 120 | \$ 12,187 | \$ 2,030 | \$ 10,200 | \$ 1,830 | | \$ 19,556 | \$ 6,811 | |
| Total | | | \$ 6,077 | \$ 12,647 | \$ 2,269 | \$ 11,411 | \$ 1,830 | | \$ 20,322 | \$ 13,914 | |
| Federal | | | \$ 305 | \$ 8,568 | \$ 1,816 | \$ 8,169 | \$ 1,464 | | \$ 20,322 | | |
| Local | | | \$ 5,772 | \$ 4,079 | \$ 454 | \$ 3,242 | \$ 366 | | | \$ 13,914 | |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Metropolitan Evansville Transit System (METS) / City of Evansville | | | | | | | | | |
|---|-----------------------------|--------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Project | | All amounts in thousands | | | | | Federal Share | State Share | Local Share |
| Des# | | Funding Source | 2026 | 2027 | 2028 | 2029 | 2030 | | |
| Federal/State Funding Category | Amendment/Modification Date | | | | | | | | |
| Description: | | | | | | | | | |
| Operating Assistance | | Total | \$6,793 | \$7,408 | \$7,923 | \$8,438 | \$8,953 | \$ - | \$ 11,615 |
| Various by FY | | 5307 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| Section 5307/PMTF (INDOT) | | 5310 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| | | 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| | | PMTF | \$2,293 | \$2,308 | \$2,323 | \$2,338 | \$2,353 | | \$ 11,615 |
| | | Local | \$4,500 | \$5,100 | \$5,600 | \$6,100 | \$6,600 | | \$ 27,900 |
| EMP-26-001 | | | | | | | | | |
| Capital Assistance | | Total | \$4,119 | \$4,231 | \$4,344 | \$4,456 | \$4,569 | \$ 17,375 | \$ 4,344 |
| Various by FY | | 5307 | \$3,033 | \$3,113 | \$3,193 | \$3,273 | \$3,353 | \$ 15,965 | |
| Section 5307/5310/5339 | | 5310 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| | | 5339 | \$262 | \$272 | \$282 | \$292 | \$302 | \$ 1,410 | |
| | | Local | \$824 | \$846 | \$869 | \$891 | \$914 | | \$ 4,344 |
| EMP-26-002, EMP-26-003, EMP-26-0004 | | | | | | | | | |
| Planning Assistance | | Total | \$13 | \$13 | \$13 | \$13 | \$13 | \$ 50 | \$ 15 |
| Various by FY | | 5307 | \$10 | \$10 | \$10 | \$10 | \$10 | \$ 50 | |
| Section 5307 | | Local | \$3 | \$3 | \$3 | \$3 | \$3 | | \$ 15 |
| EMP-26-005 | | | | | | | | | |
| Fixed Route Bus | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | \$ - |
| Various by FY | | 5307 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| Section 5307/5339/CMAQ | | 5310 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| Acquisition of fixed route transit bus. | | 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| | | CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| | | Local | \$0 | \$0 | \$0 | \$0 | \$0 | | \$ - |
| EMP-26-006 | | | | | | | | | |
| Paratransit Bus | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | \$ - |
| Various by FY | | 5307 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| Section 5307/5310/5339/CMAQ | | 5310 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| Acquisition of paratransit bus. | | 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| | | CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | |
| | | Local | \$0 | \$0 | \$0 | \$0 | \$0 | | \$ - |
| EMP-26-0006 | | | | | | | | | |
| | | 5307 | \$ 3,043 | \$ 3,123 | \$ 3,203 | \$ 3,283 | \$ 3,363 | \$ 16,015 | |
| | | 5310 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | 5339 | \$ 262 | \$ 272 | \$ 282 | \$ 292 | \$ 302 | \$ 1,410 | |
| | | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | PMTF | \$ 2,293 | \$ 2,308 | \$ 2,323 | \$ 2,338 | \$ 2,353 | | \$ 11,615 |
| | | Local | \$ 5,327 | \$ 5,949 | \$ 6,472 | \$ 6,994 | \$ 7,517 | | \$ 32,259 |
| Total | | | \$ 10,925 | \$ 11,652 | \$ 12,280 | \$ 12,907 | \$ 13,535 | \$ 17,425 | \$ 11,615 |
| Federal | | | \$ 3,305 | \$ 3,395 | \$ 3,485 | \$ 3,575 | \$ 3,665 | \$ 17,425 | |
| State | | | \$ 2,293 | \$ 2,308 | \$ 2,323 | \$ 2,338 | \$ 2,353 | | \$ 11,615 |
| Local | | | \$ 5,327 | \$ 5,949 | \$ 6,472 | \$ 6,994 | \$ 7,517 | | \$ 32,259 |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Henderson Area Rapid Transit (HART) / City of Henderson | | | | | | | | | | |
|--|---------------------------------|-------------------|--------------------------|----------|----------|----------|----------|------------------|----------------|-------------|
| Project Federal/State Funding Source Description: | Amendment/ Modification Date | Funding Source | All amounts in thousands | | | | | Federal Share | State Share | Local Share |
| | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| Operating Assistance | | Total | \$1,120 | \$1,270 | \$1,420 | \$1,570 | \$1,720 | \$ 3,550 | | \$ 3,550 |
| Section 5311 | | 5311 | \$560 | \$635 | \$710 | \$785 | \$860 | \$ 3,550 | | |
| | | 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | | |
| | | Local | \$560 | \$635 | \$710 | \$785 | \$860 | | | \$ 3,550 |
| Capital Assistance | | Total | \$771 | \$811 | \$851 | \$891 | \$931 | \$ 3,405 | \$ - | \$ 850 |
| Section 5311/KYTC | | 5311 | \$617 | \$649 | \$681 | \$713 | \$745 | \$ 3,405 | | |
| | | 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | | |
| Includes preventive maintenance, ADA complimentary paratransit service, and other capital projects | | KYTC | \$0 | \$0 | \$0 | \$0 | \$0 | | \$ - | |
| | | Local | \$154 | \$162 | \$170 | \$178 | \$186 | | | \$ 850 |
| Planning Assistance | | Total | \$13 | \$13 | \$13 | \$13 | \$13 | \$ 50 | | \$ 15 |
| Section 5311 | | 5311 | \$10 | \$10 | \$10 | \$10 | \$10 | \$ 50 | | |
| | | Local | \$3 | \$3 | \$3 | \$3 | \$3 | | | \$ 15 |
| Fixed Route Bus | | Total | \$0 | \$125 | \$0 | \$0 | \$0 | \$ 100 | \$ - | \$ 25 |
| Section 5311 | | 5311 | \$0 | \$100 | \$0 | \$0 | \$0 | \$ 100 | | |
| | | 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | | |
| Acquisition of fixed route transit bus(es). | | KYTC | \$0 | \$0 | \$0 | \$0 | \$0 | | \$ - | |
| | | Local | \$0 | \$25 | \$0 | \$0 | \$0 | | | \$ 25 |
| Paratransit Bus | | Total | \$75 | \$0 | \$0 | \$0 | \$0 | \$ 60 | \$ - | \$ 15 |
| Section 5311 | | 5311 | \$60 | \$0 | \$0 | \$0 | \$0 | \$ 60 | | |
| | | 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$ - | | |
| Acquisition of paratransit bus(es). | | KYTC | \$0 | \$0 | \$0 | \$0 | \$0 | | \$ - | |
| | | Local | \$15 | \$0 | \$0 | \$0 | \$0 | | | \$ 15 |
| | | 5311 | \$ 1,247 | \$ 1,394 | \$ 1,401 | \$ 1,508 | \$ 1,615 | \$ 7,165 | | |
| | | 5339 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| | | KYTC | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | |
| | | Local | \$ 732 | \$ 825 | \$ 883 | \$ 966 | \$ 1,049 | | | \$ 4,455 |
| Total | | | \$ 1,979 | \$ 2,219 | \$ 2,284 | \$ 2,474 | \$ 2,664 | \$ 7,165 | \$ - | \$ 4,455 |
| Federal | | | \$ 1,247 | \$ 1,394 | \$ 1,401 | \$ 1,508 | \$ 1,615 | \$ 7,165 | | |
| State | | | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | |
| Local | | | \$ 732 | \$ 825 | \$ 883 | \$ 966 | \$ 1,049 | | | \$ 4,455 |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Evansville MPO / Non-Profit Organizations | | | | | | | | | |
|---|----------------|--------------------------|--------|--------|--------|----------|---------------|-------------|-------------|
| Project | Funding Source | All amounts in thousands | | | | | Federal Share | State Share | Local Share |
| Des# Federal Funding Category Description: Amendment/ Modification Date | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| Capital Assistance | Total | \$360 | \$371 | \$383 | \$394 | \$405 | \$ 1,530 | | \$ 383 |
| Various | 5310 | \$288 | \$297 | \$306 | \$315 | \$324 | \$ 1,530 | | |
| Section 5310 | Local | \$72 | \$74 | \$77 | \$79 | \$81 | | | \$ 383 |
| Acquisition of paratransit bus(es) or van(s). EMP-26-007 | | | | | | | | | |
| Planning Assistance | Total | \$32 | \$33 | \$34 | \$35 | \$36 | \$ 170 | | \$ - |
| Various | 5310 | \$32 | \$33 | \$34 | \$35 | \$36 | \$ 170 | | |
| Section 5310 | Local | \$0 | \$0 | \$0 | \$0 | \$0 | | | \$ - |
| Administration of 5310 program: includes solicitation of projects and activities as described in the EMPO UPWP EMP-26-008 | | | | | | | | | |
| 5310 | \$ 320 | \$ 330 | \$ 340 | \$ 350 | \$ 360 | \$ 1,700 | | | |
| Local | \$ 72 | \$ 74 | \$ 77 | \$ 79 | \$ 81 | | | | \$ 383 |
| Total | \$ 392 | \$ 404 | \$ 417 | \$ 429 | \$ 441 | \$ 1,700 | \$ - | | \$ 383 |
| Federal | \$ 320 | \$ 330 | \$ 340 | \$ 350 | \$ 360 | \$ 1,700 | | | |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | | |
| Local | \$ 72 | \$ 74 | \$ 77 | \$ 79 | \$ 81 | | | | \$ 383 |

| Sponsor: INDOT / Rural Transit | | | | | | | | | |
|---|----------------|--------------------------|----------|----------|----------|----------|---------------|-------------|-------------|
| Project | Funding Source | All amounts in thousands | | | | | Federal Share | State Share | Local Share |
| Des# Federal Funding Source Description: Amendment/ Modification Date | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| Operating Assistance | Total | \$4,082 | \$4,082 | \$4,082 | \$4,082 | \$4,082 | \$ 9,640 | | \$ 6,785 |
| Various | 5311 | \$1,928 | \$1,928 | \$1,928 | \$1,928 | \$1,928 | \$ 9,640 | | |
| Section 5311 | PMTF | \$797 | \$797 | \$797 | \$797 | \$797 | | \$ 3,985 | |
| | Local | \$1,357 | \$1,357 | \$1,357 | \$1,357 | \$1,357 | | | \$ 6,785 |
| Operating Assistance for SIDC. EMP-26-009 | | | | | | | | | |
| 5311 | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 9,640 | | |
| PMTF | \$ 797 | \$ 797 | \$ 797 | \$ 797 | \$ 797 | \$ 797 | | \$ 3,985 | |
| Local | \$ 1,357 | \$ 1,357 | \$ 1,357 | \$ 1,357 | \$ 1,357 | \$ 1,357 | | | \$ 6,785 |
| Total | \$ 4,082 | \$ 4,082 | \$ 4,082 | \$ 4,082 | \$ 4,082 | \$ 4,082 | \$ 9,640 | \$ 3,985 | \$ 6,785 |
| Federal | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 1,928 | \$ 9,640 | | |
| State | \$ 797 | \$ 797 | \$ 797 | \$ 797 | \$ 797 | \$ 797 | | \$ 3,985 | |
| Local | \$ 1,357 | \$ 1,357 | \$ 1,357 | \$ 1,357 | \$ 1,357 | \$ 1,357 | | | \$ 6,785 |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Kentucky Transportation Cabinet | | | | | | | | | | | |
|--|---|-------|--------------------------|---------|-------|---------|----------|----------------------------------|------------------|---------------|---------------------|
| Route Item# Length: Description: | Project Limits Planning Reference Federal Funding Category Amendment/ Modification Date | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | State Share | |
| | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | | 2024-2028 Estimates |
| US 41/ CS-1372 | From Sunset Ln to Stonegate Dr | PE | | | | | | | | | \$ - \$ - |
| 02-383, 383.1 | MTP 2050: 30-17 | RW | | | | | | | | | \$ - \$ - |
| n/a | STBG | U | | | | | | | | | \$ - \$ - |
| | | CN | \$4,300 | | | | | | | | \$ 3,440 \$ 860 |
| Reconstruction project and improve safety and reduce congestion at the US 41 intersection. | | | | | | | | | | Project Total | \$8,100 |
| CS-1372 | Watson Lane from Stonegate Dr to Green River Rd | PE | | | | | | | | | \$ - \$ - |
| 02-383.2 | MTP 2050 30-18 | RW | | | | | | | | | \$ - \$ - |
| | STBG | U | | | | | | | | | \$ - \$ - |
| 1.086 mi. | | CN | \$2,300 | | | | | | | | \$ 1,840 \$ 460 |
| Reconstruction project and improve safety and reduce congestion on Watson Lane. | | | | | | | | | | Project Total | \$3,805 |
| US 41 | Over the Ohio River | PE | | | | | | | | | \$ - \$ - |
| 02-2091.10 | | RW | | | | | | | | | \$ - \$ - |
| 1 mi. | BR | U | | | | | | | | | \$ - \$ - |
| | | CN | \$3,000 | | | \$1,000 | | | | | \$ 3,200 \$ 800 |
| Bridge Project | | | | | | | | | | Project Total | \$4,000 |
| KY 145 | At Beaver Dam Creek | PE | | | | | | \$39 | | | \$ 31 \$ 8 |
| 02-10091.0 | | RW | | | | | | | | | \$ - \$ - |
| n/a | BR | U | | | | | | | | | \$ - \$ - |
| | | CN | | | | | | \$1,111 | | | \$ 1,111 \$ - |
| Bridge project on KY 145 at Beaver Dam Creek | | | | | | | | | | Project Total | \$1,166 |
| KY 812 | At North Fork Canoe Creek | PE | \$170 | | | | | | | | \$ 136 \$ 34 |
| 02-10092 | | RW | | | | | | | | | \$ - \$ - |
| n/a | BR | U | | | | | | | | | \$ - \$ - |
| | | CN | \$1,700 | | | | | | | | \$ 1,360 \$ 340 |
| Bridge project on KY 812 at North Fork Canoe Creek | | | | | | | | | | Project Total | \$1,963 |
| KY 425 | From milepoint 0 to 4.747 | PE | | \$300 | | | | | | | \$ 240 \$ 60 |
| 02-22333 | | RW | | | | | | | | | \$ - \$ - |
| 4.7 mi. | STBG | U | | | | | | | | | \$ - \$ - |
| | | CN | | \$5,700 | | | | | | | \$ 4,560 \$ 1,140 |
| Address pavement condition: Pavement rehabilitation, grinding and patching as needed. | | | | | | | | | | Project Total | \$6,000 |
| US 60 | At KY 1078 | PE | | \$270 | | | | | | | \$ 216 \$ 54 |
| 02-80311 | | RW | | | \$390 | | | | | | \$ 312 \$ 78 |
| | NHPP | U | | | \$440 | | | | | | \$ 352 \$ 88 |
| | | CN | | | | \$1,620 | | | | | \$ 1,296 \$ 324 |
| Improve eastern intersection of US 60 and KY 1078 | | | | | | | | | | Project Total | \$2,720 |
| IC-8029 | New Park Entrance | PE | | | | | | | | | \$ - \$ - |
| 02-80309 | | RW | \$300 | | | | | | | | \$ 240 \$ 60 |
| | SPP | U | \$50 | | | | | | | | \$ 40 \$ 10 |
| | | CN | | \$2,900 | | | | | | | \$ 2,320 \$ 580 |
| Construct a new route into the park from Watson Ln | | | | | | | | | | Project Total | \$3,900 |
| KY 425 | From US 60 to US 41 | PE | | \$1,740 | | | | | | | \$ 1,392 \$ 348 |
| 02-80310 | | RW | | | | \$660 | | | | | \$ 528 \$ 132 |
| | SPP | U | | | | \$470 | | | | | \$ 376 \$ 94 |
| | | CN | | | | | \$30,160 | | | | \$ 24,128 \$ 6,032 |
| Improve level of service on KY 425 from US60 to US 41 | | | | | | | | | | Project Total | \$33,030 |
| KY 812 | At the Sports Complex (MP5.7-6.11) | PE | | | | | | | | | \$ - \$ - |
| 02-80350 | | RW | \$100 | | | | | | | | \$ 80 \$ 20 |
| 4 mi. | SPP | U | \$250 | | | | | | | | \$ 200 \$ 50 |
| | | CN | \$1,000 | \$1,000 | | | | | | | \$ 1,600 \$ 400 |
| Improve congestion and mobility on KY 812 in the vicinity of the sports complex. | | | | | | | | | | Project Total | \$2,700 |
| KY 2084 | At Branch Canoe Creek | PE | | | | | | \$234 | | | \$ 187 \$ 47 |
| 02-10148 | | RW | | | | | | | | | \$ - \$ - |
| | BR | U | | | | | | | | | \$ - \$ - |
| | | CN | | | | | | | | | \$ - \$ - |
| Address deficiencies of bridge on KY 2084 over Branch Canoe Creek | | | | | | | | | | Project Total | \$1,700 |
| I 69 | From milepoint 137.141 to MP 142.334 | PE | | | | | | \$2,950 | | | \$ 2,360 \$ 590 |
| 02-22093 | | RW | | | | | | | | | \$ - \$ - |
| 7 mi. | NHPP | U | | | | | | | | | \$ - \$ - |
| | | CN | | | | | | \$26,550 | | | \$ 21,240 \$ 5,310 |
| Address pavement condition: Pavement rehabilitation, resurfacing. | | | | | | | | | | Project Total | \$29,500 |
| AU-9005 | From milepoint 0.00 to 8.88 | PE | | | | | | \$1,644 | | | \$ 1,315 \$ 329 |
| 02-22193 | | RW | | | | | | | | | \$ - \$ - |
| 8.88 mi. | NHPP | U | | | | | | | | | \$ - \$ - |
| | | CN | | | | | | \$14,798 | | | \$ 11,838 \$ 2,960 |
| Address pavement condition: Pavement rehabilitation, grinding and patching as needed. | | | | | | | | | | Project Total | \$16,442 |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: Kentucky Transportation Cabinet | | | | | | | | | | | | |
|---|---|--|---------|--------------------------|-----------|--------|----------|-----------|----------------------------------|---------------------------------|-------------|----------|
| Route | Project Limits | | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | State Share | |
| Item# | Planning Reference | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | | |
| Length: | Federal Funding Category | | | | | | | | | Amendment/ Modification Date | | |
| Description: | | | | | | | | | | | | |
| AU-9005 | From milepoint 8.88 to 15.883 | | PE | | | | | \$1,297 | | 2024-2028 Estimates | | |
| 02-22194 | | | RW | | | | | | | \$ 1,038 | \$ 259 | |
| 7 mi. | NHPP | | U | | | | | | | \$ - | \$ - | |
| | | | CN | | | | | \$11,670 | | \$ - | \$ - | |
| Address pavement condition: Pavement rehabilitation, grinding and patching as needed. | | | | | | | | | | \$ 9,336 | \$ 2,334 | |
| | | | | | | | | | | Project Total | | \$12,967 |
| Grouped Projects | Various locations | | | | | | | | | | | |
| Various | Various: See grouped projects summary at the end of all project listings. | | | | | | | | | | | |
| | | | PE | \$170 | \$2,310 | \$0 | \$0 | \$6,164 | | \$6,915 | \$1,729 | |
| | | | RW | \$400 | \$0 | \$390 | \$660 | \$0 | | \$1,160 | \$290 | |
| | | | U | \$300 | \$0 | \$440 | \$470 | \$0 | | \$968 | \$242 | |
| | | | CN | \$12,300 | \$9,600 | \$0 | \$2,620 | \$84,289 | | \$87,269 | \$21,540 | |
| | | | Total | \$ 13,170 | \$ 11,910 | \$ 830 | \$ 3,750 | \$ 90,453 | | \$ 96,313 | \$ 23,800 | |
| | | | Federal | \$ 10,536 | \$ 9,528 | \$ 664 | \$ 3,000 | \$ 72,585 | | \$ 96,313 | | |
| | | | State | \$ 2,634 | \$ 2,382 | \$ 166 | \$ 750 | \$ 17,868 | | | \$ 23,800 | |

Table 4.4: TIP Projects Listing (Cont.)

| Sponsor: City of Henderson | | | | | | | | | | |
|--|---|-------------------------|--------------------------|---------------|---------------|-----------------|-------------|----------------------------------|---------------------|---------------|
| Route Item# Length: Description: | Project Limits Planning Reference Federal Funding Category Amendment/ Modification Date | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | Local Share |
| | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| Van Wyk Rd | 5th St to I-69 Exit | PE | \$140 | | | | | | | |
| TBD | MTP 2050: 30-14 | RW | | \$100 | | | | | | |
| 0.4 | SHN | U | | | \$160 | | | | | |
| | | CN | | | | \$1,000 | | | | |
| Road reconstruction with drainage improvements and bicycle and pedestrian trail. | | | | | | | | | 2026-2030 Estimates | |
| | | | | | | | | | \$ 112 | \$ 28 |
| | | | | | | | | | \$ 80 | \$ 20 |
| | | | | | | | | | \$ 128 | \$ 32 |
| | | | | | | | | | \$ 800 | \$ 200 |
| | | | | | | | | | Project Total | \$1,400 |
| | | PE | \$ 140 | \$ - | \$ - | \$ - | \$ - | | \$ 112 | \$ 28 |
| | | RW | \$ - | \$ 100 | \$ - | \$ - | \$ - | | \$ 80 | \$ 20 |
| | | U | \$ - | \$ - | \$ 160 | \$ - | \$ - | | \$ 128 | \$ 32 |
| | | CN | \$ - | \$ - | \$ - | \$ 1,000 | \$ - | | \$ 800 | \$ 200 |
| | | Project(s) Total | \$ 140 | \$ 100 | \$ 160 | \$ 1,000 | \$ - | | \$ 1,120 | \$ 280 |
| | SHN Reserved for State Forces | | \$ 14 | \$ 10 | \$ 16 | \$ 100 | \$ - | | \$ 140 | \$ - |
| | Federal | | \$ 126 | \$ 90 | \$ 144 | \$ 900 | \$ - | | \$ 1,260 | |
| | Local | | \$ 28 | \$ 20 | \$ 32 | \$ 200 | \$ - | | | \$ 280 |

| Sponsor: Henderson County | | | | | | | | | | |
|---|---|--------------|--------------------------|---------------|-----------------|-----------------|-------------|----------------------------------|------------------|-----------------|
| Route Item# Length: Description: | Project Limits Planning Reference Federal Funding Category Amendment/ Modification Date | Phase | All amounts in thousands | | | | | Planning/ Cost to Complete | Federal Share | Local Share |
| | | | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| KY 2183 | Intersection with KY 1539 (MP 1.693-1.793) | PE | \$500 | | | | | | | |
| 02-714.00 | | RW | | \$600 | | | | | \$ 400 | \$ 100 |
| 0.10 mi. | SHN/STBG | U | | | \$2,000 | | | | \$ 480 | \$ 120 |
| | | CN | | | | \$2,500 | | | \$ 1,600 | \$ 400 |
| Intersection project to improve safety. | | | | | | | | | \$ 2,000 | \$ 500 |
| | | | | | | | | | Project Total | \$5,600 |
| | | PE | \$ 500 | \$ - | \$ - | \$ - | \$ - | | \$ 400 | \$ 100 |
| | | RW | \$ - | \$ 600 | \$ - | \$ - | \$ - | | \$ 480 | \$ 120 |
| | | U | \$ - | \$ - | \$ 2,000 | \$ - | \$ - | | \$ 1,600 | \$ 400 |
| | | CN | \$ - | \$ - | \$ - | \$ 2,500 | \$ - | | \$ 2,000 | \$ 500 |
| | | Total | \$ 500 | \$ 600 | \$ 2,000 | \$ 2,500 | \$ - | | \$ 4,480 | \$ 1,120 |
| | Federal | | \$ 400 | \$ 480 | \$ 1,600 | \$ 2,000 | \$ - | | \$ 4,480 | |
| | State | | \$ 100 | \$ 120 | \$ 400 | \$ 500 | \$ - | | | \$ 1,120 |

Grouped Projects

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

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

Grouped project categories utilized by the Evansville MPO are shown in Table 4.5 (Kentucky Grouped Projects) and Table 4.6 (Indiana Grouped Projects). The lists were developed cooperatively with KYTC, INDOT and FHWA and are available for all jurisdictions and sponsors. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

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. When projects fitting within a Grouped Project category are identified by INDOT or KYTC, 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 phases by fiscal year. In addition to the Grouped Project specific information being added to the TIP program of projects when identified by INDOT and KYTC, the running total by Grouped Project category will be tracked in Tables 4.5 and 4.6.

Table 4.5: Kentucky Grouped Project List

| Description (All projects are located in Henderson County) | Total Costs (costs in thousands) | | | | |
|---|----------------------------------|------|------|------|------|
| | 2026 | 2027 | 2028 | 2029 | 2030 |
| Pavement resurfacing, restoration, and rehabilitation projects | | | | | |
| Median guardrail/cable projects with no change to access | | | | | |
| Rail crossing protection | | | | | |
| Bridge painting | | | | | |
| Bridge inspections | | | | | |
| Bridge maintenance | | | | | |
| Commuter ridesharing programs | | | | | |
| Traffic signal system improvements | | | | | |
| Highway signage | | | | | |
| Pavement markers and striping | | | | | |
| Planning and Technical Studies | | | | | |
| Bicycle/pedestrian facilities identified in local or state Transition Plans to meet requirements of the Americans with Disabilities Act | | | | | |

Table 4.6: Indiana Grouped Project List

| Grouped Project Category | Total Project Cost (costs in thousands) | | | | |
|--|---|------|------|------|------|
| | 2026 | 2027 | 2028 | 2029 | 2030 |
| Pavement Preservation Includes PPI projects, 1 & 2 lay overlays | | | | | |
| Bridge, Culvert and Small Structure Preservation Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements | | | | | |
| 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 (planning and technical studies) | | | | | |
| Operating assistance to transit agencies | | | | | |
| Purchase of new buses to replace existing vehicles | | | | | |
| Rehabilitation of transit vehicles | | | | | |

Federal Regulations permit projects that are not considered to be 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.

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Tables A.1 through A.3 presents a comprehensive list of recommended transportation improvements from the long-range element of the transportation planning process, the Metropolitan Transportation Plan (MTP) 2050. Projects in the 2026-2030 TIP are consistent with those recommended in the MTP 2050. The first two digits of the ID# correspond with the year by which the project is to be completed. Project status refers to the current/programmed status of each recommendation.

The MTP 2050 was modified in December 2024. The modifications are shown in red in the following tables.

The graphic consists of a vertical green bar on the left containing the letter 'A' in white. To its right is a larger dark green rectangle containing the text 'MTP 2050 PLANNING SUPPORT' in white, bold, uppercase letters.

A MTP 2050 PLANNING SUPPORT


Table A.1: MTP 2050 - 2024-2030 Project List

| 2024-2030 | | | | | | |
|---------------------------|---------------------------------|--------------------------------------|------------------------------------|----------------|------------|-----------------------|
| ID# | Road | Limits | Concept | Length (mi) | Non Exempt | Est. Cost Range (mil) |
| City of Evansville | | | | | | |
| 30-1 | Columbia St | Hirschland Rd to Cross Pointe Blvd | New Road (2 or 3 lanes) | 0.2 | x | N/A* |
| 30-2 | Oak Grove Rd | Burkhardt Rd to Cross Pointe Blvd | Widen from 2 to 5 lanes | 0.4 | x | N/A* |
| 30-3 | Vogel Rd | E of Hirschland to Cross Pointe Blvd | New Road (3 lanes) | 0.3 | x | N/A* |
| 30-4 | Third St | Court St to Parrett St | Reconstruct | 0.8 | | \$17.2 |
| Vanderburgh County | | | | | | |
| 30-5 | Oak Hill Rd | Lynch Rd to St George Rd | Widen from 2 to 3 lanes | 1.0 | | \$12.8 |
| 30-6 | Oak Hill Rd | St George Rd to Eastwood Dr | Widen from 2 to 3 lanes | 0.7 | | N/A |
| 30-7 | Oak Hill Rd | Eastwood Dr to Millersburg Rd | Widen from 2 to 3 lanes | 1.0 | | \$9.5 |
| 30-8 | Baseline Rd | Husky Way to Old State Rd | Widen from 2 to 3 lanes | 1.1 | | \$5.3 |
| 30-9 | Boonville- New Harmony Rd | Petersburg Rd to Green River Rd | Reconstruct | 1.3 | | \$8.3 |
| Warrick County | | | | | | |
| 30-10 | Epworth Rd | SR 662 to Tecumseh Dr | Widen from 2 to 3 lanes | 1.1 | | \$8.4 |
| 30-11 | Epworth Rd Phase 1 | Tecumseh Dr to S of SR 66 | Widen from 2 to 5 lanes | 0.9 | x | \$12.2 |
| 30-12 | Telephone Rd | Bell Rd to Fuquay Rd | Widen from 2 to 3 lanes | 1.2 | | \$10.3 |
| 30-13 | Oak Grove Rd | SR 261 to Anderson Rd | Widen from 2 to 3 lanes | 1.3 | | \$10.2 |
| City of Henderson | | | | | | |
| 30-14 | Van Wyk Rd | 5th Street to I-69 Exit | Reconstruct | 0.4 | | \$1.4 |
| 30-15 | North Elm St | Watson Ln to 12th St | Reconstruct | 1.8 | | \$5.8 |
| 30-16 | Wathen Ln | US 60 to City Limit | Reconstruct | 1.4 | | \$4.7 |
| KYTC | | | | | | |
| 30-17 | Watson Ln | Sunset Lane to Stonegate | Reconstruct | 0.5 | | \$2.8 |
| 30-18 | Watson Ln | Stonegate to Green River Rd | Reconstruct | 0.5 | | \$2.0 |
| 30-19 | KY 1539/Zion- Larue Rd | KY 351 to Kimsey Ln | Reconstruct | 0.9 | | \$3.0 |
| 30-20 | KY 351/2nd St/ Zion Rd | Elm St to Denise Dr | Reconstruct | 2.8 | | \$7.5 |
| 30-21 | KY 351/Zion Rd | E of Adams Ln to Bishop Ln | Reconstruct | 1.0 | | \$3.0 |
| INDOT/KYTC | | | | | | |
| 30-22 | I-69 ORX (Section 1) | KY 425 to US 60 | New (4 lane)/Reconstruct | 6.2 | x | \$195.0 |
| 30-23 | I-69 ORX (Section 3) | State Line to I-69 (IN) | New (4 lane)/Reconstruct | 1.7 | x | \$242.1 |

Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for road and bridge preservation and maintenance, intersection improvements, and other non-regionally significant projects, but these project types are not included in this plan.

* These infrastructure projects will be designed and constructed as part of development plans submitted by the developers of the properties. As such, the costs are not factored into the fiscal constraint determination.

New Road - Construction of new roadway on new terrain
Widen - Increase number of lanes and/or add a center turn lane
Reconstruct - Rebuild to a new condition with improved design criteria

 City of Henderson and KYTC projects do not have transportation conformity determination requirements, therefore an exempt or non-exempt designation is not applicable.

Items in red reflect modifications made in December 2024.

Table A.2: MTP 2050 - 2031-2040 Project List


| 2031-2040 | | | | | | |
|---------------------------|--------------------------|--|-------------------------|-------------|------------|-----------------------|
| ID# | Road | Limits | Concept | Length (mi) | Non Exempt | Est. Cost Range (mil) |
| City of Evansville | | | | | | |
| 40-1 | Virginia St | Green River Rd to Burkhardt Rd | Widen from 2 to 3 lanes | 1.0 | | \$7.2 - \$8.8 |
| 40-2 | Broadway Ave | City Limits to Barker Ave | Reconstruct | 1.5 | | \$13.3 - \$14.6 |
| 40-3 | Vogel Rd | Green River Rd to Burkhardt Rd | Widen from 2 to 3 lanes | 1.0 | | \$7.2 - \$8.8 |
| 40-20 | Third St | Court St to Parrett St | Reconstruct | 0.8 | | \$17 - \$18 |
| Vanderburgh County | | | | | | |
| 40-4 | Petersburg Rd | Boonville-New Harmony Rd to Kansas Rd | Reconstruct | 1.7 | | \$11.3 - \$13.9 |
| 40-5 | Boonville-New Harmony Rd | US 41 to Petersburg Rd | Reconstruct | 2.6 | | \$17.4 - \$23.2 |
| 40-6 | Schutte Rd | SR 62/Lloyd Expy to Broadway Ave | Reconstruct | 1.3 | | \$9.1 - \$11.2 |
| Warrick County | | | | | | |
| 40-7 | Casey Rd | Vann Rd to SR 66 | Widen from 2 to 3 lanes | 0.8 | | \$4.0 - \$5.3 |
| 40-8 | Lincoln Ave | SR 66 to Anderson Rd | Widen from 2 to 3 lanes | 1.1 | | \$8.2 - \$9.2 |
| 40-9 | Lenn Rd | Lincoln Ave to Sharon Rd | Widen from 2 to 3 lanes | 1.1 | | \$8.2 - \$9.6 |
| 40-10 | Libbert Rd | SR 66 to Oak Grove Rd | Widen from 2 to 3 lanes | 1.0 | | \$7.0 - \$9.3 |
| 40-11 | Oak Grove Rd | Anderson Rd to Wethers Rd | Widen from 2 to 3 lanes | 1.6 | | \$15 - \$20 |
| 40-21 | Epworth Rd Phase 2 | SR 662 to Tecumseh Dr | Widen from 2 to 3 lanes | 0.6 | | \$7.0 - \$8.4 |
| City of Henderson | | | | | | |
| 40-12 | Old Corydon Rd | US 60 to SR 425 | Reconstruct | 0.9 | | \$2.8 - \$3.7 |
| 40-13 | Atkinson St | KY 136 to KY 812/Clay St | Reconstruct | 0.6 | | \$5.5 - \$7.4 |
| KYTC | | | | | | |
| 40-14 | KY 416 | US 41 A to US 41 | Reconstruct | 7.4 | | \$55.4 - \$73.9 |
| 40-15 | US 41/US 60 Interchange | Interchange Modification | Reconstruct | | | \$20.0 - \$26.7 |
| 40-16 | US 60 | Morris Dr to KY 2183/Holloway-Rucker Rd | Reconstruct | 1.3 | | \$5.5 - \$7.3 |
| 40-17 | US 60 | KY 2183/Holloway-Rucker Rd to KY 1078/Baskett Ln | Reconstruct | 1.7 | | \$4.3 - \$5.7 |
| 40-18 | KY 425/Henderson Bypass | US 60 to I-69 | Widen from 2 to 4 lanes | 5.1 | | \$29.0 - \$38.7 |
| INDOT/KYTC | | | | | | |
| 40-19 | I-69 ORX (Section 2) | US 60 to State Line | New (4 lane) | 3.5 | x | \$706.9 |

Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for road and bridge preservation and maintenance, intersection improvements, and other non-regionally significant projects, but these project types are not included in this plan.

New Road - Construction of new roadway on new terrain

Widen - Increase number of lanes and/or add a center turn lane

Reconstruct - Rebuild to a new condition with improved design criteria

 City of Henderson and KYTC projects do not have transportation conformity determination requirements, therefore an exempt or non-exempt designation is not applicable.


Items in red reflect modifications made in December 2024.

Table A.3: MTP 2050 - 2041-2050 Project List

| 2041-2050 | | | | | | |
|---------------------------|------------------------|---|-------------------------|-------------|------------|-----------------------|
| ID# | Road | Limits | Concept | Length (mi) | Non Exempt | Est. Cost Range (mil) |
| City of Evansville | | | | | | |
| 50-1 | Burkhardt Rd | Lincoln Ave to Lloyd Expy | Widen from 2 to 5 lanes | 0.5 | x | \$8.7 - \$10.7 |
| 50-2 | Claremont Ave | Red Bank Rd to Barker Ave | Reconstruct | 1.3 | | \$11.4 - \$16.2 |
| 50-3 | Kratzville Rd | Diamond Ave to Darmstadt Rd | Reconstruct | 2.8 | | \$5.2 - \$5.7 |
| 50-4 | Lincoln Ave | Green River Rd to Newburgh Rd | Widen from 2 to 3 lanes | 0.5 | | \$5.2 - \$5.7 |
| 50-5 | Red Bank Rd | Broadway Ave to SR 62/Lloyd Expy | Reconstruct | 1.4 | | \$14.6 - \$16.0 |
| 50-6 | Stringtown Rd | Diamond Ave to Mill Rd | Reconstruct | 1.6 | | \$12.0 - \$13.3 |
| Vanderburgh County | | | | | | |
| 50-7 | Red Bank Rd | N of SR 62/Lloyd Expy to Upper Mt Vernon Rd | Reconstruct | 0.9 | | \$8.2 - \$10.2 |
| Warrick County | | | | | | |
| 50-8 | Vann Rd | Epworth to Libbert Rd | New Road | 1.5 | x | \$12.0 - \$19.4 |
| 50-9 | Vann Rd | Libbert Rd to Bell Rd | Widen from 2 to 3 lanes | 0.5 | | \$2.8 - \$4.5 |
| 50-10 | Roeder Rd | Wethers Rd to Yankeetown Rd | Widen from 2 to 3 lanes | 2.5 | | \$6.9 - \$11.2 |
| City of Henderson | | | | | | |
| 50-11 | S Main St | Drury Ln to Yeaman Ave | Reconstruct | 0.6 | | \$1.9 - \$3.1 |
| KYTC | | | | | | |
| 50-12 | US 60 | KY 1078/Baskett Ln to the Green River | Reconstruct | 2.6 | | \$39.0 - \$63.4 |
| 50-13 | City of Corydon Bypass | US 60 to US 60 | New Road | 1.7 | | \$30.66 - \$49.8 |
| 50-14 | US 60 | Waverly, KY to Corydon, KY | Reconstruct | 2.5 | | \$20.0 - \$32.5 |
| 50-15 | US 60 | Corydon, KY to KY 425/Henderson Bypass | Reconstruct | 5.1 | | \$24.2 - \$39.3 |

Project List includes regionally significant and federally-funded transportation projects in the MPO Planning Area (MPA). Agencies may have plans for road and bridge preservation and maintenance, intersection improvements, and other non-regionally significant projects, but these project types are not included in this plan.

New Road - Construction of new roadway on new terrain
Widen - Increase number of lanes and/or add a center turn lane
Reconstruct - Rebuild to a new condition with improved design criteria

 City of Henderson and KYTC projects do not have transportation conformity determination requirements, therefore an exempt or non-exempt designation is not applicable.

Transportation improvements, whether new roadway construction or a widening project, can have significant impacts on natural, cultural/ social, and historic resources. An effort should be made during the planning and design phases of projects to ensure that these impacts are avoided, minimized, and/or mitigated. Areas of natural or ecological significance (wetlands, forests, streams, nature preserves, and areas which harbor endangered species) should be avoided in the planning and design of new roads or roadway widening. In addition to natural resources, cultural and historic resources should also be considered, and steps taken to minimize negative impacts.

B

RED FLAG INVESTIGATION

Discussion of types of potential mitigation activities developed in consultation with federal, state and tribal land management, wildlife and regulatory agencies is required by regulation. This discussion is at the policy/strategy level, not project specific. The policy level discussion considers the preliminary nature of project details available at the long range plan stage of project development. While detailed environmental analysis is not appropriate at this point, consultation with environmental resource agencies provides an opportunity to compare transportation plans with resource plans and initiate a discussion of potential mitigation activities, location of mitigation activities and identification of mitigation strategies with the greatest potential to restore and maintain environmental functions affected by the MTP.

Projects advancing to construction require additional study and detailed design to more clearly describe project features. This process enables environmental impacts and appropriate mitigation measures to be established. Projects using state or federal funds will be analyzed for negative impacts in conformance with federal, state and local regulations.

Red Flag Investigation is a preliminary environmental planning process to identify potential conflicts of transportation planning projects with Infrastructure, Mining/Mineral Exploration, Hazardous Material concerns, Water Resources, and Historical Resources within a half mile radius of the proposed project area.

Additionally, the MPO has included minority populations and populations below poverty to the RFI process. While this is not typically used when conducting Red Flag Investigations, the MPO determined identifying potential conflicts with these population groups was also important. TIP projects using MPO allocated funds have all gone through the RFI process at various stages of project planning and development. Table F.1 lists the 2026-2030 TIP projects and the planning stage at which an RFI was completed.

Table F.1: Red Flag Status

| Des # | Road | Limits | Type | RFI completed as part of MTP 2050 | RFI completed as part of project development | RFI completed as part of TIP |
|---------------------------|-------------------|---|--|-----------------------------------|--|------------------------------|
| City of Evansville | | | | | | |
| 2401371 | Third St | Court St to Parrett St | Road Reconstruction with drainage improvements | | | |
| 2401373 | Virginia St | Green River Rd to Circle Front Dr | Road Reconstruction | | | |
| 2401671 | Various Locations | City Streets posted 35 mph or greater | Improve and/or upgrade the pavement markings | | | |
| 2401669 | Various Locations | On Diamond Ave, Covert Ave and Lynch Rd | Installation of radar speed limit feedback systems | | | |
| 2401668 | John St | At Governor St and Garvin St | Installation of Stop Ahead & Other pavement markings, LED Stop signs, and curb bump outs | | | |
| 2401666 | Various Locations | Signalized Intersections in the City Limits | Installation of backplates on signals. | | | |
| 2401664 | Franklin St | From Fulton Ave to First Ave | Road reconfiguration to reposition travel lanes, parking, and multiuse path. | | | |
| Vanderburgh County | | | | | | |
| N/A | Oak Hill Rd | St George Rd to Eastwood Dr | Road Widening (TWLT) | | | |
| 2002538 | Oak Hill Rd | Lynch Rd to St George Rd | Road Widening (TWLT) | | | |
| 2201250 | Wimberg Rd | Over Locust Creek | Bridge Replacement (no added travel lanes) | | | |
| 2401372 | Petersburg Rd | Club House Dr to Boonville New Harmony Rd | Road Reconstruction | | | |
| Warrick County | | | | | | |
| 2002539 | Epworth Rd | SR 66 to Tecumseh DR | Road Widening (5-lane section) | | | |
| 2401367 | Epworth Rd | SR 662 to Tecumseh Dr | Road Widening (TWLT) | | | |
| 2201249 | Oak Grove Rd | SR 261 to Anderson Rd | Road Widening (TWLT) | | | |
| 2401529 | Various Locations | Various intersections in Warrick County | Installation of conflict management system | | | |
| 2101750 | New Harmony Rd | Over Tributary of Pigeon Creek | Bridge Deck Replacement (no added travel lanes) | | | |
| 2301607 | Stanley Rd | Bridge #37 over Wabash Erie Canal | Bridge Deck Overlay (no added travel lanes) | | | |
| 2101750 | Hew Harmony Rd | Over tributary of Pigeon Creek | Bridge Deck Replacement (no added travel lanes) | | | |
| City of Henderson | | | | | | |
| TBD | Van Wyk Rd | 5th St to I-69 Exit | Road Reconstruction | | | |
| Henderson County | | | | | | |
| 02-714.00 | KY 2183 | At KY 1539 | Intersection Improvement | | | |

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The Evansville MPO held a review and comment period from March 17, 2025 through April 16, 2025 for the 2026–2030 Transportation Improvement Program and corresponding draft Conformity Documentation. All were encouraged to comment via any of the following:

- **Comments:**

Comments can be emailed to pdrach@evansville.com

- **Mail:**

Evansville Metropolitan Planning Organization
Room 316 – Civic Center Complex
1 NW M L King Jr. Blvd.
Evansville, IN 47708

- **In Person:** Business Hours: Monday - Friday 8:00 AM to 4:30 PM

- **Call in comments:** (812) 436-7833

- **Fax comments:** (812) 436-7834

- **Open Houses:**

- Monday, March 31, 2025 from 4:30 pm to 5:30 pm at Henderson County Public Library
- Wednesday, April 2, 2025 from 12:30 pm to 1:30 pm at The Pagoda in Evansville
- Wednesday, April 2, 2025 from 4:30 pm to 5:30 pm at the Bell Road Library in Warrick County

The notice was published in the Evansville Courier and Press, Henderson Gleaner, Warrick County Standard. The notice was posted on the Evansville MPO Website and Facebook page.

A graphic for Appendix C. It features a vertical green bar on the left with a white letter 'C'. To the right of this bar is a dark green rectangular area containing the text 'PUBLIC OUTREACH AND COMMENTS' in large, white, bold, sans-serif capital letters.

C

PUBLIC OUTREACH AND COMMENTS

Transportation Improvement Program (TIP) 2026-2030

Evansville MPO TIP Public Open House

**Monday,
March 31**

4:30 pm - 5:30 pm

**Henderson County
Public Library**

Pittsburg Tank & Tower
Event Suite A

101 S Main Street
Henderson, KY 42420

**Wednesday,
April 2**

12:30 pm - 1:30 pm

The Pagoda

401 SE Riverside Dr
Evansville, IN 47713

4:30 pm - 5:30 pm

Bell Road Library

Diamond Room

4111 Lakeshore Dr
Newburgh, IN 47630

The Evansville MPO has completed a draft of the 2026-2030 Transportation Improvement Program (TIP). The public is invited to review the draft at one of three Open Houses listed above, online at <https://bit.ly/tip2026-2030> or the QR code to the right.

Leave a comment: pdrach@evansvillempo.com



Transportation Improvement Program (TIP) 2026-2030

Evansville MPO

Casa abierta al público de TIP

**Lunes,
31 de marzo**

4:30 pm - 5:30 pm

**Henderson County
Public Library**

Pittsburg Tank & Tower
Event Suite A

101 S Main Street
Henderson, KY 42420

**Miércoles,
2 de abril**

12:30 pm - 1:30 pm

The Pagoda

401 SE Riverside Dr
Evansville, IN 47713

4:30 pm - 5:30 pm

Bell Road Library

Diamond Room

4111 Lakeshore Dr
Newburgh, IN 47630

La MPO de Evansville ha completado un borrador del Programa de Mejora del Transporte (TIP) 2026-2030. Se invita al público a revisar el borrador en una de las tres casa abiertas al público, en línea en <https://bit.ly/tip2026-2030> o mediante el código QR que se encuentra a la derecha.

Deja un comentario: pdrach@evansvillempo.com



Evansville MPO TIP Open House
Sign-In Sheet
Evansville - April 2, 2025

| Print Name | Email (optional) | Phone (optional) |
|-------------------|------------------|------------------|
| Lorie Van Hook | | |
| Mike Schepmeyer | | |
| Hearner Lobermann | | |
| Robert W. Pitt | | |
| Joseph Dziadosz | | |
| Michael Bell | | |
| Bradon Downing | | |
| Stephen Wilken | | |
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**Evansville MPO TIP Open House
Sign-In Sheet
Newburgh - April 2, 2025**

| Print Name | Email (optional) | Phone (optional) |
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|------------------------|--|
| Date: 3/13/2025 | Agency: Robert Kania, public |
| Comment: | <p>Hello. I attended the last empo meeting. I am writing for the need for a complete street on Washington Ave. Washington Ave is a vital corridor but it is chaotic for drivers and dangerous for cyclists and pedestrians. Washington Ave should be redesigned to a street similar to Walnut. A safe, separated bike lane will reduce traffic and encourage cycling along this vital corridor, improving local businesses. A turning lane will also reduce car traffic.</p> <p>Thank you for your time,</p> <p>Robert</p> |
| EMPO Response: | <p>Rob,</p> <p>Thank you for talking with me after the meeting and sending your comments. We will forward your comments to the city engineer for consideration and provide our assistance to the City should they want to analyze the Washington Ave corridor for a road diet project (like Walnut St) in the future. Your comments will also be documented as part of the TIP public comment period.</p> <p>Thank you again for your participation and engagement in the transportation planning process.</p> <p>Side note: I have attached the METS Micro pamphlet showing the expanded service area west of US 41 into the downtown. I recall our discussing METS Micro previously and thought you might be interested in seeing the changes to the service area.</p> <p>Respectfully,</p> <p>Pam Drach</p> |

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Much of the regional population can be informed of the MPO planning activities through general outreach methods, such as the MPO website, social media, and legal notices. However, some segments of the population may benefit from additional outreach efforts to ensure they have an opportunity to be involved in the planning process. These additional outreach efforts include communication with neighborhood associations, flyers in civic and community centers, and outreach to organizations that assist certain populations.

D PLANNING OUTREACH AREAS

The MPO has identified Planning Outreach Areas (POAs) based on census tracts with concentrations of populations that may benefit from additional outreach efforts. The POAs were developed based on 2016-2020 American Community Survey (ACS) data from the U.S. Census Bureau. Percentages for the following factors were gathered for all 89 census tracts in Vanderburgh, Warrick and Henderson counties:

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

A 3-county regional percentage for each factor was determined, and this percentage is considered to be the POA Population Threshold. If the percentage of a census tract for an individual factor exceeds the POA Population Threshold in more than one factor, it is considered to be a Planning Outreach Area.

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

- Tier 1: Exceeds 6-7 POA Population Thresholds
- Tier 2: Exceeds 4-5 POA Population Thresholds
- Tier 3: Exceeds 2-3 POA Population Thresholds

A map of the Planning Outreach Areas is shown in Figure B.1.

More detailed information about the Planning Outreach Areas can be found in the MPO Participation Plan, which can be found on the MPO website. A map of the Planning Outreach Areas and how they relate to TIP projects is shown in Figure B.1 (and also in Figure 1.3 in Chapter 1).

Impact of Planned Projects

The projects included in the FY 2026-2030 TIP are distributed throughout the three counties and will have a similar impact to all residents. The most significant negative impact will be temporary during construction, including temporary changes in traffic patterns to and from neighborhoods and changes in bus stop locations. Proper signage during construction and notifications by transit agencies regarding route detours will be vital to ensure impacts are minimized. The positive impacts on the surrounding neighborhood after completion should outweigh the short-term impact.

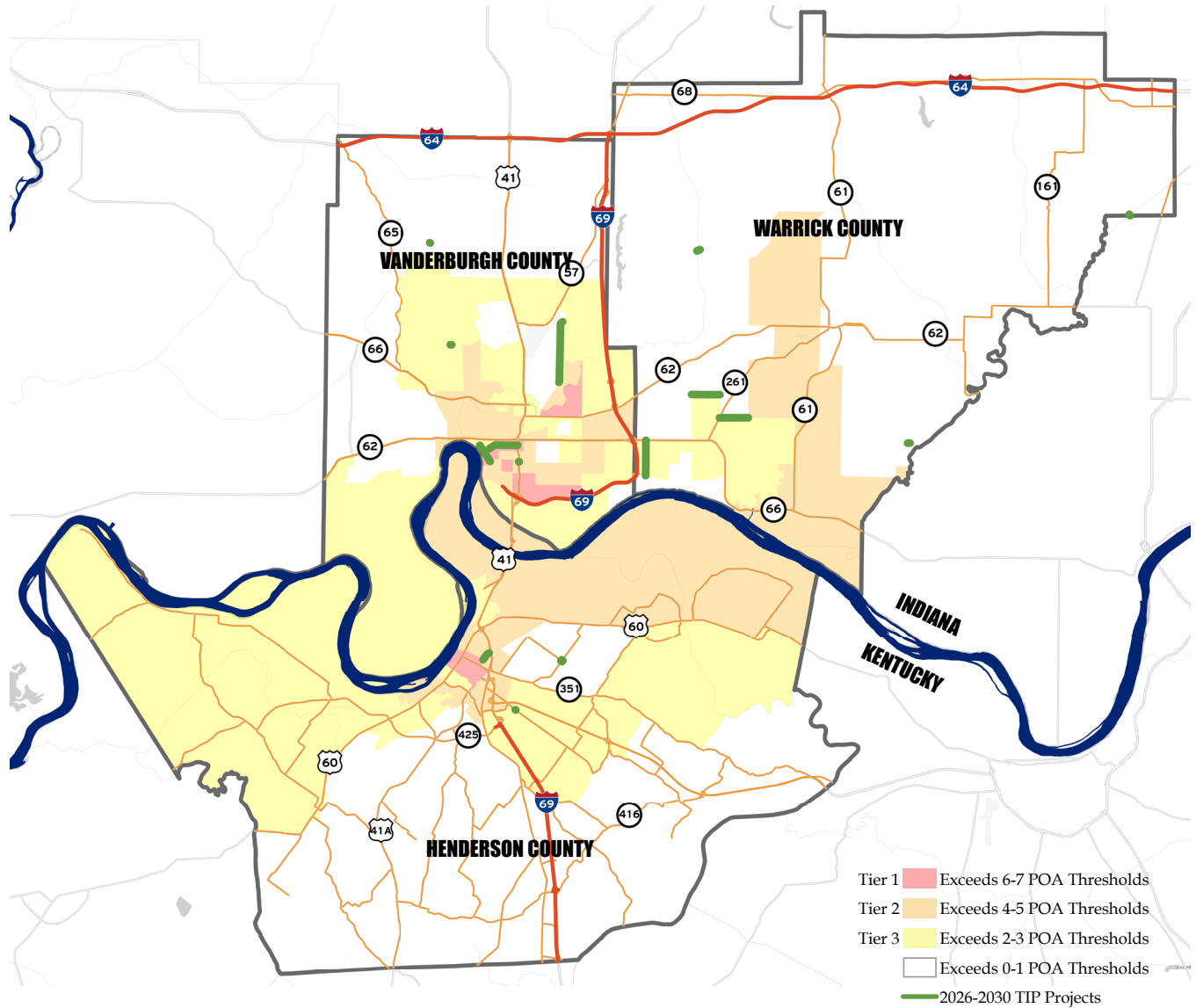
PLANNING OUTREACH AREAS

Planning Outreach Areas:
public involvement opportunities for all residents is vital to ensure that everyone has an opportunity to participate in transportation planning discussions. Additional efforts may be needed in some instances to ensure everyone has an opportunity to participate.

| POA Population Factor | Vanderburgh | Warrick | Henderson | 3-County Total |
|--|-------------|---------|-----------|----------------|
| Individuals below poverty | 16.1% | 6.0% | 18.2% | 14.2% |
| Individuals age 65 and over | 16.9% | 17.4% | 17.6% | 17.1% |
| Minority Population | 15.3% | 7.5% | 13.0% | 13.3% |
| Hispanic Population | 2.6% | 1.7% | 2.5% | 2.4% |
| Individuals with Limited English Proficiency (speak English “less than very well”) | 1.6% | 1.0% | 1.0% | 1.4% |
| Individuals with a disability | 15.0% | 12.2% | 21.7% | 15.5% |
| Households with no vehicles | 7.6% | 2.1% | 7.4% | 6.5% |

The table shows the percentage of each county, plus the 3-county percentage, for each POA population factor. The 3-county percentage is considered to be the POA Population Threshold.

Figure B.1: FY 2026-2030 Local Projects and Planning Outreach Areas



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**FY 2031 and Beyond
Notice of Funding Availability for Indiana LPAs**

Evansville MPO CY 2024 Call for Projects Reference Guide

Project Prioritization Process and Instructions for Applicants

Evansville MPO



Henderson • Vanderburgh • Warrick

Applications are due: July 26, 2024

E

PROJECT PRIORITIZATION PROCESS

This guide provides information and guidance for the process used by the Evansville Metropolitan Planning Organization (EMPO) to prioritize and distribute EMPO-allocated federal funds to local programs and projects.

Background

In 2012, the EMPO adopted a Complete Streets Policy requiring that all local projects receiving EMPO-allocated federal funding adhere to the Policy by providing Complete Street accommodations. This Policy began the shift in transportation planning in our region – moving from predominately auto-focused roadway designs to creating a multimodal transportation system that includes pedestrian, bicycle, and transit amenities when possible.

A complete street is defined in the EMPO Policy as:

“roadways designed to safely and comfortably accommodate all users, including but not limited to motorists, bicyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. ‘All users’ includes people of all ages and abilities.”

The transportation planning process is ever changing. With input from the Citizen Advisory Committee (CAC) and Local Public Agencies (LPAs), the Goals and Objectives that guide the Metropolitan Transportation Plan (MTP) have shifted to a broader approach to transportation. The most recent MTP, the MTP 2050 adopted in 2023, has a new set of Goals and Objectives for the regional transportation network to ensure it will accommodate all users when possible.

The Call for Projects presents an opportunity for the EMPO to coordinate with LPAs to increase mobility options in the planning area. Project selection and prioritization will be guided by the Goals and Objectives set forth in the MTP 2050.

MTP 2050 Goals and Objectives

| Quality of Life & Health |
|---|
| <p>Goal: Provide a variety of transportation options for all residents to improve connectivity and enhance quality of life, community health and transportation equity.</p> <ul style="list-style-type: none"> • Obj 1: Increase the availability of bicycle and ADA-accessible pedestrian facilities to provide better connections between residential areas, workplaces, health care, schools, shopping, parks/recreational facilities, services and other transportation networks. • Obj 2: Increase the viability of transit by providing more options and connections between residential areas, workplaces, health care, schools, shopping, parks/recreational facilities, services and other transportation networks. • Obj 3: Create a dependable transportation network to minimize impacts of unexpected delays and provide consistent travel times for all modes. |
| Economic Vitality |
| <p>Goal: Increase the economic vitality of the region to support mobility options, employment access and freight movement efficiency.</p> <ul style="list-style-type: none"> • Obj 1: Increase the availability of bicycle and ADA-accessible pedestrian facilities to improve job access for residents and serve as an economic catalyst to promote redevelopment. • Obj 2: Expand transit options and increase efficiencies to improve access to jobs and places of business in and between all three counties. • Obj 3: Create a consistent and dependable transportation network to ensure the on-time delivery of goods and services. • Obj 4: Prioritize transportation projects that support redevelopment and compact growth to reduce the cost of providing transportation options and utilizing the transportation network. |
| Environment |
| <p>Goal: Develop a transportation system that minimizes environmental impacts and preserves or enhances natural resources, air quality and water quality.</p> <ul style="list-style-type: none"> • Obj 1: Incorporate resiliency into the planning process by prioritizing projects that improve air quality. • Obj 2: Prioritize projects that incorporate design elements to reduce and mitigate environmental impacts on the transportation network. |
| Safety & Security |
| <p>Goal: Improve the safety and security of the transportation system for all users.</p> <ul style="list-style-type: none"> • Obj 1: Prioritize projects that reduce serious injuries and fatalities to ensure safe and secure transportation networks for all users. • Obj 2: Maintain and monitor transportation infrastructure conditions to preserve regional transportation networks. • Obj 3: Maintain a state of good repair for transit and paratransit vehicles and facilities to ensure a safe a secure transit system. |

About the Call

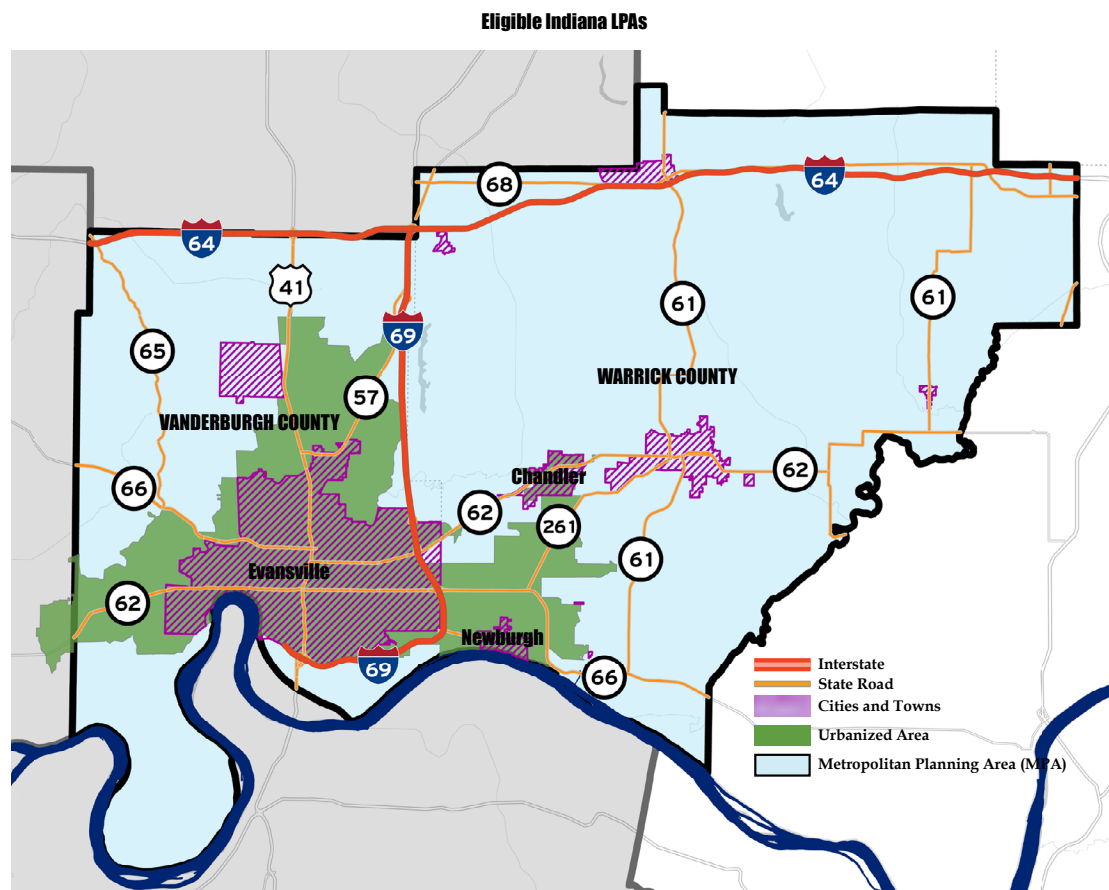
The Call for Projects is a competitive process that, if awarded, will fund the federal portion of local transportation projects. The EMPO is responsible for reviewing and prioritizing eligible applications that fall within the EMPO urbanized area.

The EMPO, in coordination with the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), will ensure that any submitted application meets federal eligibility requirements. Once the EMPO has confirmed eligibility and awarded funds to LPAs, INDOT will administer funds and all subsequent project management aspects (e.g. engineering design reviews, contract bids, contract awards, etc.). LPAs will be required to participate in quarterly project update meetings with INDOT, EMPO and project consultants.

All project applications must be submitted through the online portal no later than **July 26, 2024**.

Who Can Apply?

Eligible applicants include local jurisdictions within the urbanized area in Vanderburgh and Warrick counties in Indiana.



Eligible Projects

Eligible projects include transportation projects within the urbanized area that will be constructed/implemented in FY 2031 and beyond in Indiana by an eligible applicant. The EMPO seeks to award funding from the following federal programs:

- Surface Transportation Block Grant (STBG)
- Transportation Alternatives
- Congestion Management and Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Carbon Reduction Program (CRP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

Project applications may include bridges; bicycle and pedestrian projects; public transportation; and roadway capacity, operations, management, preservation and safety. Please contact the EMPO if there are questions about specific project eligibility.

Limitations

The following funding limitations will be applied to each call for projects application requesting EMPO allocated funding:

- No more than 80% of a project's eligible costs will be covered, which in turn requires a minimum of a 20% local match to be paid by the applicant.
- Funding will be provided at the amount shown on each application. Applicants should make sure their cost estimates are sufficient to cover the cost of the activities shown in their application.
- Preliminary Engineering (PE) and Right-of-Way (ROW) phases are typically not funded with EMPO-allocated funds. Availability of funds for these phases may be evaluated after an eligibility determination has been made and the project application has been approved for construction funding.
- The EMPO will be a participant in the RFP, consultant selection, and contract negotiation process for all projects that are approved for Preliminary Engineering and/or Construction Engineering/Inspection funding through EMPO-allocated funds.
- If federal funds are to be used for Construction Inspection activities, it is advised that the selected Construction Engineering/Inspection consultant shall not be associated with the preparation of the project construction plans or construction contract bid documents.

Application Process

The EMPO has adopted the following process for soliciting, reviewing, and prioritizing projects funded with EMPO-allocated funds. The EMPO staff reviews and revises the prioritization process for these funds as necessary in order to effectively implement the program goals and comply with INDOT and FHWA program requirements.

1. The EMPO staff will distribute a "Call for Projects" notification to area LPAs and the EMPO Technical and Policy Committees. Additionally, the application and procedures will be available on the EMPO's website (www.evansvillempo.com) with a submission deadline and a directive to contact the EMPO for any questions regarding the application process.
2. Eligible LPAs are required to submit completed project applications to the EMPO by the deadline specified in the Call for Projects.
3. The EMPO staff reviews applications submitted by the deadline for completeness and consults with project applicants to clarify any outstanding issues or omitted data. This initial consultation and review screens projects that are anticipated as eligible for funding from those that do not meet eligibility.
4. Projects that meet eligibility requirements are analyzed by EMPO staff to determine the expected benefits and impact to the existing transportation network.
5. Upon eligibility confirmation from EMPO, projects are prioritized by staff according to the adopted EMPO project prioritization process. The project list with prioritization results are then presented to the EMPO Technical and Policy Committees for project selection.
6. Once projects have been selected, EMPO staff advises the LPA to continue the project development process and request TIP/STIP inclusion.

Application Details

The EMPO project application is now available online. It contains eight sections that are to be completed by all applicants. Please note that Section 7: Project Budget is a standalone Excel file that will need to be filled out separately and uploaded to the online application.

Section 1: Local Public Agency Information

This section contains basic questions about LPA contact and Employee in Responsible Charge (ERC)¹ certification information. An ERC is a designated employee who is responsible for ensuring the compliance of all state and federal-aid regulations related to the project development and construction of locally administered projects.

An LPA must be Title VI and ADA compliant to be eligible to receive federal funds. INDOT² is responsible for monitoring subrecipients to ensure compliance and must ensure communities are actively addressing deficiencies and demonstrating good faith efforts in their compliance with Title VI. Information regarding the LPA's Title VI Plan and ADA Transition Plans, or Compliance Letters showing that the LPA is in compliance are required with this application. These documents can be uploaded in the online application by selecting the appropriate box and attaching the file, or by dragging the file into the box.

The last question of this section is project type. Applicants must select one of the three project type options: Roadway/Complete Street Projects, Standalone Bicycle/Pedestrian/Greenway Projects, or Transit Projects. The application will continue to the appropriate Section 2 based on the project type selected.

Section 2.1, 2.2 and 2.3: Project Information

Based on the project type selected in Section 1, the applicant will complete either Section 2.1 for Roadway/Complete Street projects, Section 2.2 for Standalone Bicycle/Pedestrian/Greenway projects, or Section 2.3 for Transit projects. A project map is required to be submitted, showing project limits and any other information relevant to the project. The map can be uploaded to the online application by attaching the file, or by dragging the file into the box.

| | | |
|--|--|--|
| Section 2.1: Roadway/ Complete Streets Projects | This section is for any project that will be completed on a roadway affecting motor vehicle travel. There is no need to fill out Section 2.2 separately for any bicycle or pedestrian amenities that are included with roadway projects. | Example Projects |
| | | <ul style="list-style-type: none">Any roadway projectAny roadway project incorporating complete streets elements, such as on-street bicycle lanes, ADA curb ramp and sidewalk improvements, or sidewalk/sidepath inclusion.Non-roadway infrastructure improvements, such as signal timing projects or equipment upgrades |
| Section 2.2: Standalone Bicycle/ Pedestrian Greenway Projects | This section is for any bicycle or pedestrian project that is being completed without any changes or enhancements to a roadway affecting motor vehicle travel. | Example Projects |
| | | <ul style="list-style-type: none">New greenway segmentsSeparated trail/path or sidewalk/sidepath developmentSafe Route to School (SRTS) projects |
| Section 2.3: Transit Projects | This section is for transit providers only. If applying for a new vehicle purchase, additional information is required in the "Bus Purchase Only" section, under the Vehicle Being Replaced and Vehicle Being Purchased dropdown menus. | Example Projects |
| | | <ul style="list-style-type: none">New transit serviceSystem or service expansionFare subsidiesNew vehicles |

¹ [INDOT ERC Program](#)

² [INDOT LPA Guidance Manual](#)

Section 3: Local Support

Projects that are consistent with local, regional or state planning documents will receive additional points. The EMPO follows the 3C planning process derived from the Federal-Aid Highway Act of 1962 to ensure a continuing, comprehensive and cooperative planning process. This helps the EMPO and its state and local planning partners achieve shared goals for the transportation system. Therefore, projects will receive additional points if they are included in any of the following planning documents:

- Metropolitan Transportation Plan 2050 (MTP 2050)
- METS Comprehensive Operations Analysis (COA)
- Bicycle and pedestrian plans
- Regional Pavement Management Systems plans
- Bridge Management System Plan
- Local comprehensive plans
- ADA Transition Plans
- Safe Routes to School plans
- Green infrastructure plans
- Safety Action Plans
- Other local planning documents that demonstrate a sound planning process

Section 4: Project Readiness/Phases Complete

The EMPO will look at project readiness as a way to award points to a project. All professional services leading to federally funded construction must be performed by INDOT prequalified consultants. The Federal Uniform Relocation Assistance and Acquisition Policies Act applies to any right-of-way acquisition or relocation activities that are undertaken after there is any anticipation or intent to use federal funds on any phase of a project.

Section 5: Purpose and Need

Purpose and need statements are required by INDOT as part of the NEPA process, and the EMPO is now asking for this during the Call for Projects. The purpose and need statement explains why a project is being developed and outlines the problem(s) and goal(s) of a transportation facility. It does not address the recommended alternative. Purpose and need can be summarized as:

| | |
|-----------------|---|
| Purpose: | <p>The purpose statement defines the goals and objectives that should be included as part of a successful solution to the problem. It is a broad statement of the primary intended transportation result and other related objectives supported by the identified needs. It is not the scope of work, but the goals of the project.</p> <p><i>Appropriate, consistent purpose example:</i> The purpose of the project is to reduce congestion and improve mobility on Road A between the intersections of Street Y and Street Z. (This is a good example as the statement is consistent with the need statement, focusing on the same transportation-related problems or deficiencies.)</p> <p><i>Not a purpose statement:</i> The purpose of the project is to widen the two-lane road to four lanes to relieve congestion. (In this example, widening the two-lane road to four lanes is not the purpose, but rather one alternative for accomplishing the true purpose of relieving congestion.)</p> <p><i>Not a purpose statement:</i> The purpose of the project is to improve traffic mobility in Evansville. (This example is overly broad because there could be an infinite number of alternatives.)</p> |
|-----------------|---|

| | |
|--------------|---|
| Need: | <p>The need statement is a detailed explanation of the specific or multiple transportation problems or deficiencies that exist, or that are expected to exist in the future. It should provide measurable objectives or specifications for evaluating alternatives.</p> <p><i>Example:</i> The project is needed because the capacity of Road A, between the intersections of Street Y and Street Z, is (a) inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and a Level of Service 'F', and (b) does not meet current design standards as the travel lanes are too narrow and there are no shoulders.</p> |
|--------------|---|

The following list is not intended to be all-inclusive, but demonstrates common types of problems or deficiencies and includes a general description of the types of supporting facts and data appropriate for those problems and deficiencies.

- **Safety:** Describe the crash history, relating the history to similar roadways, as appropriate. Identify any design or operational issues leading to safety problems, such as vehicles having to make unprotected left turns.
- **Congestion and/or mobility:** Discuss the capacity of the existing facility and its ability to meet current and future traffic volumes. Provide historical, present and projected traffic volumes and levels of service. Describe any trends in land use and population leading to congestion.
- **Failure to meet current design standards:** Explain the existing roadway and the ways it does not meet current design standards, such as load limit, geometrics, lack of turning lanes, etc.
- **System connectivity:** Explain how the existing transportation system within the project area connects with other facilities. Identify any connectivity problems.
- **Law/policy:** Identify any federal, state or local governmental mandate or policy requiring the project, if applicable.

Section 6: Project Details

This section consists of five questions that will demonstrate more project-specific details. These questions will help EMPO staff determine awardable points to projects and demonstrate to LPAs examples of project types and amenities that can be eligible for federal funding. There is an “other” option that can be used to provide additional information or to explain project elements that may not be listed as a checkbox option. Two questions have been added to the CY 2024 application: Green Infrastructure details and FHWA Proven Safety Countermeasures³.

Section 7: Project Budget

The project budget table is intended to give a realistic cost estimate for the project. This table is provided as a separate Excel file. There are two tabs in this file – one tab for all projects not related to transit, and one tab for transit bus purchases. Once the total estimated cost for each phase is entered and the percentage of local match is selected, the amount of local funding match and federal funding needed will be automatically calculated. Cost estimates may be provided for Preliminary Engineering, Right of Way, Utilities, Construction, Contingency, and Construction Engineering/Inspection. Once the Project Budget table is complete, it can be uploaded to the online application by attaching the file, or by dragging the file into the box.

Keep in mind:

- Preliminary Engineering and Right of Way phases are typically not funded with EMPO allocated funds. Availability of funds for these phases may be evaluated after an eligibility determination has been made and the project application has been approved for construction funding. If Preliminary Engineering and/or Right of Way funding is programed, the jurisdiction must bear the initial expenditures of the project, and receive reimbursement for eligible expenditures.
- The EMPO will be a participant in the RFP, consultant selection, and contract negotiation process for all projects that are approved for Preliminary Engineering and/or Construction Engineering/Inspection funding through EMPO allocated funds.

³ <https://highways.dot.gov/safety/proven-safety-countermeasures>

- It is advised that neither consultants nor subconsultants who prepare engineering construction plans or construction contract bid documents for a project programmed for EMPO Construction Engineering/ Inspection funding shall be associated with construction inspection activities for plans or bid documents they prepared.

The EMPO is also requesting that a source for the cost estimates be provided.

Section 8: Certification and Letter of Financial Commitment

This section includes statements that must be signed off on by the applying ERC in order to be eligible for funding.

The LPA must submit a Financial Commitment Letter on the LPA's letterhead, signed by the fiduciary body of the LPA, containing the amount and year of expenditure of the LPA project match. The Letter of Financial Commitment can be uploaded to the online application by attaching the file, or by dragging the file into the box.

The following are examples of Financial Commitment Letters. Information in **[brackets]** should be provided by the LPA, along with any supporting information as necessary.

Sample financial commitment wording for a project in Indiana:

The purpose of this letter is to commit **[LPA]** to fund the **[project name]** project. If selected for funding through the EMPO call for projects process, and in order to secure the eligible federal funds, the **[LPA]** commits (budgetary) to fund 100% of the development costs and a non-federal funding 20% match of construction costs consistent with the project funding sheet in the EMPO Call for Projects application. The **[LPA]** commits to provide all other financial resources necessary to complete the project including costs that overrun those presented in the project funding sheet in the application. Additional eligible federal funding may be obligated if, through the Quarterly Project Update Process, an eligible need is identified and the funds are available.

The local contribution/match will be available concurrent with the project authorization and in accordance with the FHWA and INDOT requirements. The **[LPA]** is aware that all federally-funded projects shall comply to requirements included in the INDOT LPA Guidance Document and LPA Invoice Voucher process.

Sample financial commitment wording for a Transit project:

The purpose of this letter is to commit **[Transit Agency]** to fund the **[project name]** project. If selected for funding through the EMPO call for projects process, and in order to secure the eligible federal funds, the **[Transit Agency]** commits (budgetary) to a non-federal funding 20% match of project costs consistent with the project funding sheet in the EMPO Call for Projects application. The **[Transit Agency]** commits to provide all other financial resources necessary to complete the project including costs that overrun those presented in the project funding sheet in the application. Additional eligible federal funding may be obligated if, through the project coordination team meeting process, an eligible need is identified and the funds are available.

The local contribution/match will be available concurrent with the project authorization and in accordance with the FTA requirements.

Prioritization Process

The prioritization process used for evaluating received applications is based on the goals and objectives from the MTP 2050. The MTP 2050 goals are listed on the right side of the Prioritization Measures and Metrics table, with the connection between each scoring element and the goals being represented with a dot. The EMPO will review and analyze all projects based on the following three sections: Project Elements, Project Location, and Project Readiness.

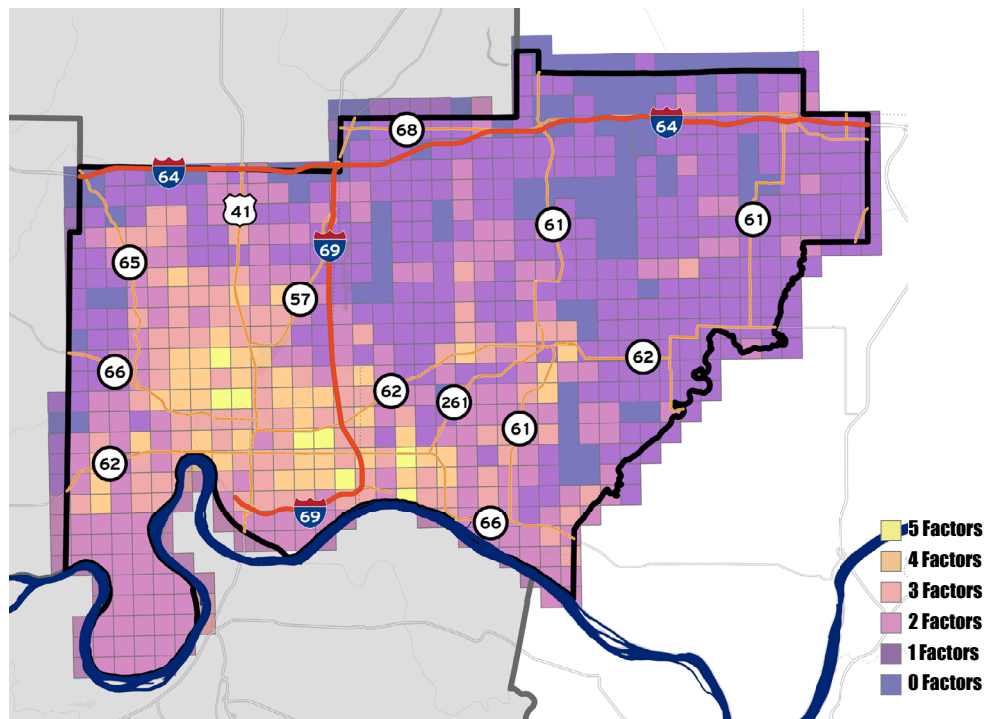
Project Elements

This section scores projects based on measures and metrics related to project elements, such as infrastructure upgrades and types, improved access, and equipment replacement.

Project Location

This section scores projects based on their location in relation to nearby suitability and demographics. The Suitability Zone factors 100-Year Floodplain data, crash intersections and segments (both include locations with fatalities or incapacitating injuries), pavement conditions (Pavement Condition Index of 55 or less), and Planning Outreach Areas (Tier 1). These datasets were aggregated and overlaid with a 1-mile square grid. A zone was determined based on the number of these factors present within that mile grid. Zone 5 has all five factors present, Zone 4 has four factors, and so on until Zone 0 has no factors present. More information about this process can be found in the MTP 2050: Chapter 2.

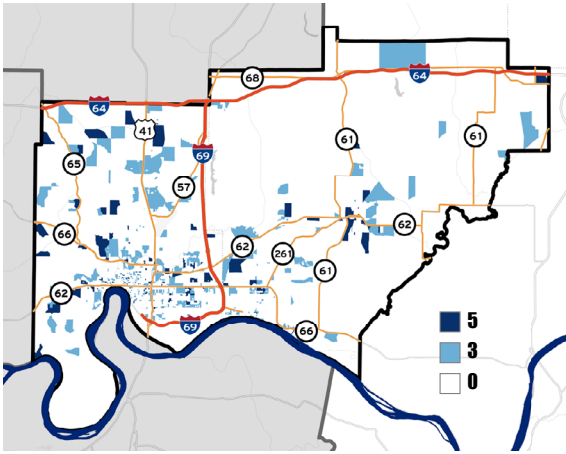
Suitability Zones



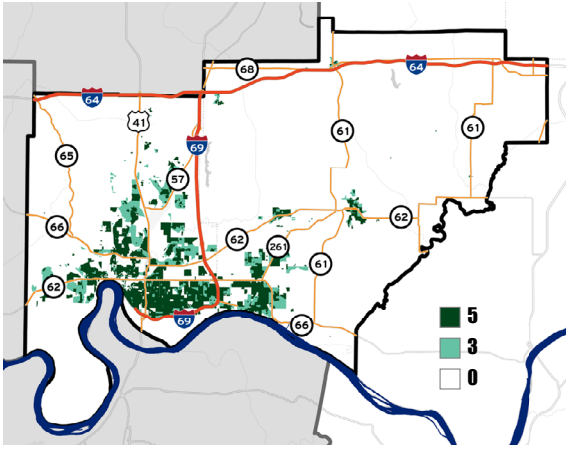
Similarly, a land use location map was developed using population and employment data from the US Census Bureau. The 2020 Decennial Census was used to find population by Census Block and the 2021 Longitudinal Employer-Household Dynamics (LEHD) data was used to find the total number of retail and service jobs by Census Block. If a Census Block has a mix of population and retail/service jobs between 40% and 60%, it is considered to be a high mixed-use zone and provide easy access to work for residents. Census Blocks with a mix of population and retail/service jobs between 20% and 40% or 60% and 80% are considered a medium mixed-use zone. All other Census Blocks are considered low mixed use. Population and employment density also improve the accessibility of an area. Therefore, areas with a high population density or employment density also receive more points.

| | | |
|---|---|---|
| Land Uses | 40% - 60% population to jobs ratio | 5 |
| | 20% - 40% or 60% - 80% population to jobs ratio | 3 |
| | <20% or >80% population to jobs ratio | 0 |
| Population Density within 1/2 mile | >2,000 people per sq mi | 5 |
| | 1,000 - 2,000 people per sq mi | 3 |
| | <1,000 people per sq mi | 0 |
| Employment Density within 1/2 mile | >1,000 jobs per sq mi | 5 |
| | 500 - 1,000 jobs per sq mi | 3 |
| | <500 jobs per sq mi | 0 |

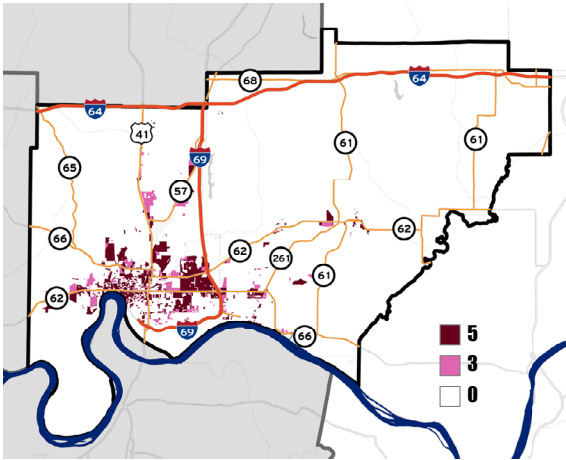
Land Uses



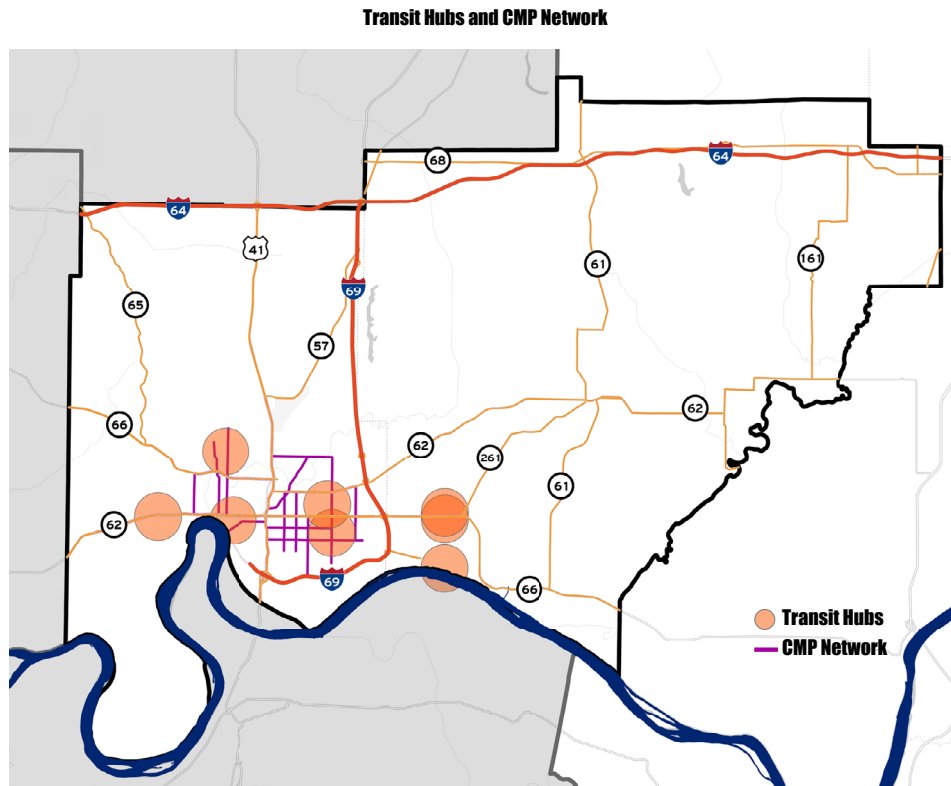
Population Densities



Employment Densities



The USDOT has recently placed a greater emphasis on disadvantaged populations and Transit Oriented Developments. Projects may receive points for being located within 1 mile of a METS or WATS transfer point. The MTP 2050 identifies the Congestion Management Process (CMP) corridors for the MPO area, with 22 of the 25 identified corridors being in Vanderburgh and Warrick counties. More information about CMP can be found in Appendix C of the MTP 2050.



Project Readiness Scores:

Projects may receive points if any phase(s) of the planning process have started, or if any phase(s) are complete.

Prioritization Measures and Metrics

| Project Elements Score | | | | | | Quality of Life & Health | Economic Viability | Environment | Safety & Security |
|--|---|-------|-----------------|----------------|---|--------------------------|--------------------|-------------|-------------------|
| Measure | Metric | Notes | Possible Points | Awarded Points | | | | | |
| Local Support/Consistency with Plans: <i>Is the project consistent with or included in local, state, or other regional plans?</i> | Yes | | 5 | | | | | | |
| | No | | -5 | | | | | | |
| Added bicycle/pedestrian facilities | Bicycle AND Pedestrian | | 5 | | | | | | |
| | Bicycle OR Pedestrian | | 3 | | | | | | |
| | No Bicycle or Pedestrian | | 0 | | | | | | |
| Separated bicycle/pedestrian facility | Yes | | 5 | | | | | | |
| | No | | 0 | | | | | | |
| Connects to existing bicycle or pedestrian facility | Yes | | 5 | | | | | | |
| | No | | 0 | | | | | | |
| Access Improvements | New sidewalks or bus shelters | | 5 | | | | | | |
| | Existing sidewalk improvements with ADA ramps or bus with ramp/lift | | 3 | | | | | | |
| | ADA ramps only | | 1 | | | | | | |
| Transit Improvement | New or improved bus route | | 5 | | | | | | |
| | Bus purchase, new shelter, bus stop improvements | | 3 | | | | | | |
| | No transit improvement | | 0 | | | | | | |
| Transit equipment and facility replacement or rehabilitation | ULB exceeded 5+ years or TERM 3 or less | | 5 | | | | | | |
| | ULB exceeded 3-5 years or TERM 4 | | 3 | | | | | | |
| | ULB exceeded or TERM 5 | | 1 | | | | | | |
| Green Infrastructure Components | Yes | | 5 | | | | | | |
| | No | | 0 | | | | | | |
| FHWA Proven Safety Countermeasures | Yes | | 5 | | | | | | |
| | No | | 0 | | | | | | |
| Project Elements Score Total | | | | | 0 | | | | |
| Project Location Score | | | | | | Quality of Life & Health | Economic Viability | Environment | Safety & Security |
| Measure | Metric | Notes | Possible Points | Awarded Points | | | | | |
| Suitability Zone: 100-Year Floodplain Data Crash intersections (locations with fatalities or incapacitating injuries) Crash segments (locations with fatalities or incapacitating injuries) Pavement conditions (Pavement Condition Index of 55 or less) Planning Outreach Areas (Tier 1) | If 5 factors are present within zone | | 15 | | | | | | |
| | If 4 factors are present within zone | | 12 | | | | | | |
| | If 3 factors are present within zone | | 9 | | | | | | |
| | If 2 factors are present within zone | | 6 | | | | | | |
| | If 1 factor is present within zone | | 3 | | | | | | |
| | If 0 factors are present within zone | | 0 | | | | | | |
| | | | | | | | | | |
| Connectivity: Project through or adjacent to mixed land uses | 40%-60% population to jobs ratio | | 5 | | | | | | |
| | 20%-40% or 60%-80% population to jobs ratio | | 3 | | | | | | |
| | < 20% or > 80% population to jobs ratio | | 0 | | | | | | |
| | > 2,000 people per sq mi | | 5 | | | | | | |
| | 1,000-2,000 people per sq mi | | 3 | | | | | | |
| | < 1,000 people per sq mi | | 1 | | | | | | |
| | | | | | | | | | |
| Population density within 1/2 mile | < 1,000 people per sq mi | | 5 | | | | | | |
| | > 1,000 people per sq mi | | 3 | | | | | | |
| | 500-1,000 jobs per sq mi | | 3 | | | | | | |
| | < 500 jobs per sq mi | | 1 | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Located within 1 mile of Transit Hub: METS: Downtown Evansville terminal METS: Westside Schnuck's transfer point METS: Lawndale transfer point METS: Eastland Mall transfer point METS: Northside Target transfer point WATS: Downtown Newburgh transfer point WATS: Schnuck's Newburgh transfer point WATS: Walmart Newburgh transfer point On CMP Network | Yes | | 5 | | | | | | |
| | No | | 0 | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Project Location Score Total | | | | | 0 | | | | |
| Project Readiness Scores | | | | | | Quality of Life & Health | Economic Viability | Environment | Safety & Security |
| Measure | Metric | Notes | Possible Points | Awarded Points | | | | | |
| Project Readiness/Phases Complete | Portion of construction complete | | 5 | | | | | | |
| | All ROW Acquired | | 5 | | | | | | |
| | Partial ROW acquired | | 3 | | | | | | |
| | Design | | 5 | | | | | | |
| | NDEP documents submitted/approved | | 5 | | | | | | |
| Awarded Points Total | | | | | 0 | | | | |
| Awarded Points Total | | | | | 0 | | | | |

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

The Emergency Relief program, administered by the U.S. Department of Transportation, provides federal assistance for roads and public transportation systems damaged in a natural disaster. The funding is distributed through the state departments of transportation (DOTs) and can be used for emergency repairs and restoration of local and state facilities to pre-disaster conditions. Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations of roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events, to determine if there are reasonable alternatives to proposed future work on the facilities. For example, if a bridge has repeatedly washed out during flood conditions, consideration could be given to raising the bridge or installing a spillway as part of a future project.

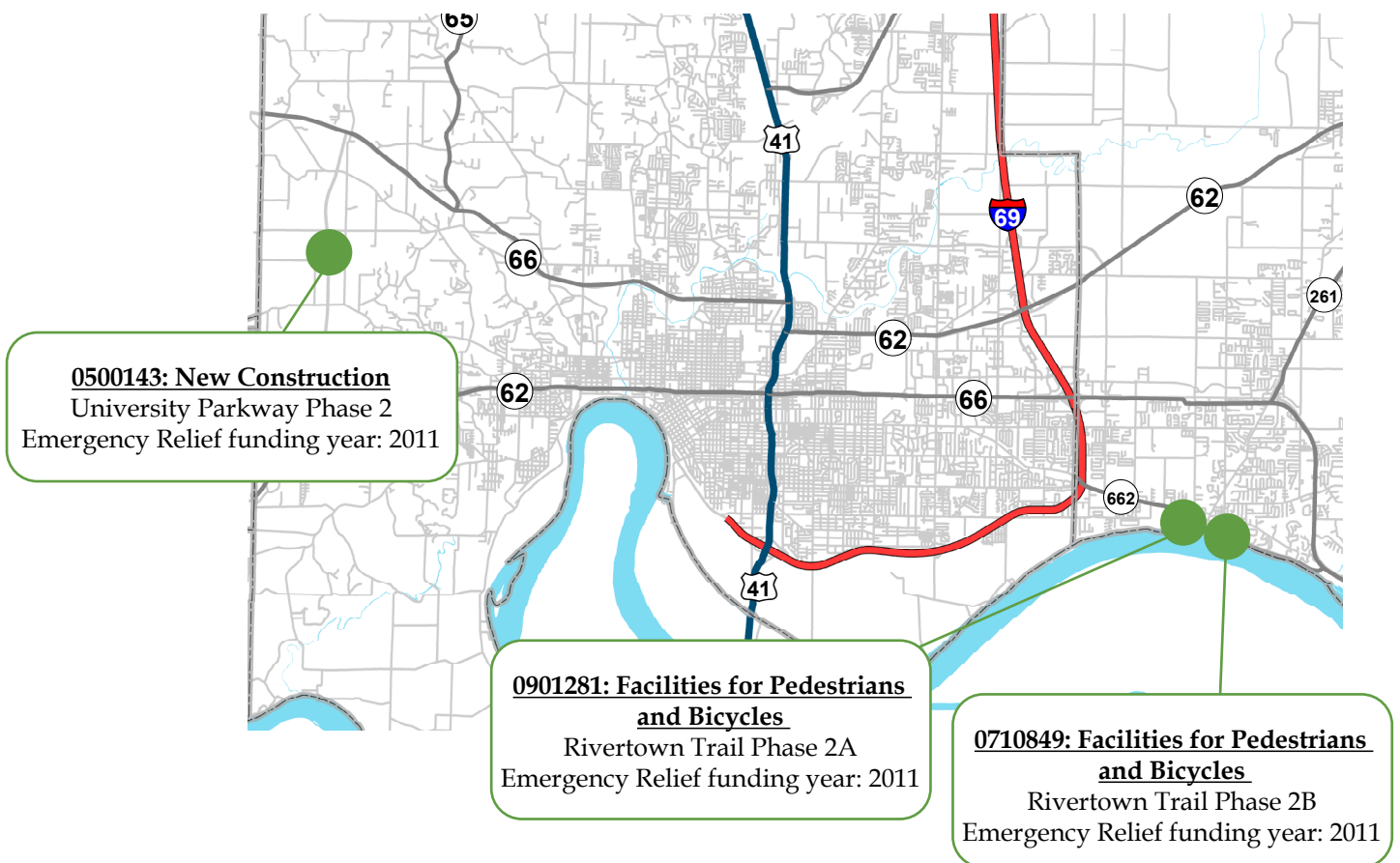
To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to the transportation infrastructure. The Evansville MPA locations and dates where emergency repairs have taken place are illustrated in Figure G.1. None of the locations noted have had two permanent repairs caused by different emergency events. INDOT, in coordination with the MPO, will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years.



F EMERGENCY EVENTS

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, the INDOT, in coordination with the MPO, will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. Additionally, any projects programmed or amended into the TIP/STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs.

Figure G.1: Emergency Repairs in the Evansville MPA



TRANSPORTATION IMPROVEMENT PROGRAM **2026 - 2030**

for the Evansville-Henderson Urbanized Area

Evansville MPO



Henderson • Vanderburgh • Warrick