




Seyed Shokouhzadeh  
Executive Director

**TO:** Technical Committee Members

**FROM:** Seyed Shokouhzadeh, Executive Director 

**DATE:** July 3, 2025

The Technical Committee meeting is scheduled for **Thursday, July 10th, 2025 at 10:00 a.m. in Room 301 of the Civic Center Complex 1 NW Martin Luther King Jr. Blvd. Evansville, IN 47708.**

## **AGENDA**

- 1. Roll Call**
- 2. Approval of Minutes**
- 3. Old Business**
  - a. Project Update
- 4. New Business**
  - a. 2024-2028 Transportation Improvement Program (TIP) Modifications (Informational)
  - b. 2024-2028 Transportation Improvement Program (TIP) Amendments (Approval Requested)
  - c. Draft Participation Plan Update (Informational)
  - d. Title VI Plan Update (Approval Requested)
  - e. Draft Transportation Safety Policy (Informational)
  - f. Mobility Hubs Map (Informational)
- 5. Other Business**
  - a. Multimodal Connectivity Plan – Brian Aldridge, Stantec
- 6. Public Comments**
- 7. Upcoming Dates**

*CY 2025 EMPO Technical Meetings: September 11; November 13.*
- 8. Adjournment**

SS/KA

The EMPO will provide reasonable accommodations to individuals with a disability or who require language assistance that wish to attend this meeting. Because this may require outside assistance, please make requests at least one week prior to the meeting day by calling the MPO office at 812-436-7833, by email at [jscott@evansvillempo.com](mailto:jscott@evansvillempo.com), or by writing to: Evansville MPO, Civic Center Complex Room 316, 1 N.W. Martin Luther King, Jr. Blvd, Evansville, Indiana 47708.

## Evansville Metropolitan Planning Organization

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## EVANSVILLE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MINUTES

Regular meeting held at 10:00 a.m. in Room 318  
Civic Center Complex – Administration Building  
Evansville, Indiana

May 8, 2025

The following are minutes and not intended to be a verbatim transcript. An audio version of the proceedings can be heard or viewed on our website at [www.evansvillempo.com](http://www.evansvillempo.com).

### 1. ROLL CALL

#### **Members Present:**

Technical Members	Organization	In Person	Webex/ Phone
Luke Hill	INDOT	X	
Dakota Risse	INDOT	X	
Thomas Witt	KYTC	X	
Mike Labitzke	City of Evansville	X	
Karen Brooks	Easterseals Rehabilitation Center		X
Bradon Downing	BF&S Civil Engineers		X
Nate Hahn	Evansville Regional Airport		X
Nick Hall	KYTC		X
Shawn Hayden	Eastland Mall		X
Chai Mamidala	SJCA		X
Michael O'Daniel			X
Janet Pitt	Evansville Trails Coalition		X
Steve Roelle	Success Warrick County		X
Lorie Van Hook	Evansville Trails Coalition		X
Jessica Waddle	KYTC		X
Rick Wilson	METS		X

#### **Evansville MPO Staff Present:**

EMPO Staff	In Person	Webex/ Phone
Seyed Shokouhzadeh	X	
Pam Drach	X	
Kari Akin	X	
Erin Schriefer	X	
Matt Schriefer	X	
Amir Varshochi	X	
Jennifer Scott	X	

Nate Hahn directed the meeting.

## **2. APPROVAL OF MINUTES**

*Thomas Witt made a motion for approval and Mike Labitzke seconded the motion; motion carried.*

## **3. OLD BUSINESS**

### **a. Project Update – presented by Pam Drach**

Project	Description	Most Current Status Information
<b>City of Evansville</b>		
<b>Walnut Street Ph 3:</b> MLK Jr Blvd to US 41	Road Diet with bike and pedestrian accommodations, green infrastructure, and a multiuse path	Final Asphalt surface is expected to be placed from US41 to Garvin Street. Work continuing on the final phases. Anticipate early summer completion of construction activities.
<b>Third Street:</b> from Court St to Parrett St	Road reconstruction with multi-modal improvements	Preliminary Engineering (PE) contract awarded to VS Engineering.
<b>Vanderburgh County</b>		
<b>Oak Hill Rd:</b> Lynch Rd to St George Rd	Road widening with bike and pedestrian accommodations	45 parcels have been acquired; 2 parcels are being condemned. Geotechnical work has started.
<b>Wimberg Rd Bridge:</b> over Locust Creek	Bridge Replacement	Stage 2 plans submitted. Center Point Gas to proceed with acquiring a utility easement. Right of way engineering complete and notice to proceed with acquisition given. Environmental document submitted to INDOT for comments.
<b>Warrick County</b>		
<b>Telephone Rd:</b> Bell Rd to Fuquay Rd	Road widening with bike and pedestrian accommodations	Water main relocation complete.
<b>Epworth Rd Phase 1:</b> Tecumseh Dr to south of SR 66	Road widening with bike and pedestrian accommodations	Environmental document release for public comment. The Legal Notice of Planned Improvement was issued with a response date of May 2, 2025.
<b>Epworth Rd Phase 2:</b> SR 662 to Tecumseh Dr	Road widening with bike and pedestrian accommodations	Notice to proceed issued 4/7/25.
<b>Oak Grove Rd Phase IV:</b> SR 261 to Anderson Rd	Road widening with bike and pedestrian accommodations	MPPA submitted to INDOT for review and concurrence.
<b>City of Henderson/Henderson County</b>		
<b>Green River Rd:</b> Bend Gate Rd to Osage Dr	Sidewalk extension with ADA improvements and markings	Project was advertised on April 16th, Prebid held on April 29th with Bid opening scheduled for May 8th.
<b>Wathen Lane:</b> US 60 to the City Limits	Corridor upgrade with widened travel lanes, curb, gutter, and sidewalk	Road work continues with closure between Wolf Hills Blvd and Braxton Park Drive. Placement of curbs and pavement continues. Targeting for a late summer completion.

### **INDOT Updates – presented by Luke Hill**

Contract	Project	Description	Most Current Status Information
<b>INDOT</b>			
R-42753	SR 57 Over Schlensker Ditch, 4.44 mile N US-41	Bridge Deck Overlay	Pre-final inspection took place on 3/12/2025, working on punch list items.
	I 69 over UNT, 3+19 S JCT SR 57	Small Structure Pipe Lining	
	I 69 over UNT, 0+98 S JCT I-64	Small Structure Pipe Lining	

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	I 69 over UNT, 0+74 S JCT I-64	Small Structure Pipe Lining	
	SR 57 From US 41 to 1.32 mi N of US 41 (End of Concrete)	Concrete Pavement Restoration (CPR)	
	I 69 From 2.3 mi E of US 41 to I-64	Concrete Pavement Restoration (CPR)	
	SR 57 From S. Jct. of I 69 (end of Asphalt) to S. Jct. of I69 (Fly Over Ramp over I69)	Concrete Pavement Restoration (CPR)	
B-42876	US 41 Pedestrian walk at US41 & Washington Ave	Pedestrian Bridge	Median U-turn is open to traffic. Aesthetics for the Ped Bridge will be installed soon. We will host a ribbon cutting when aesthetics are complete.
	US 41 0.87 mi S of SR62/66 (Washington Ave)	Intersection Improvement, Median U-Turn	
R-41410	US 41 From N of SR 66/SR 62 (Lloyd Expwy) to 0.74 mi N of SR 66 (Diamond Ave)	Pavement replacement	Continuing to place Asphalt in Phase 3, Working on pavement removal at Maxwell and Columbia.
R-44898	SR 66 At 1.79 mi E of US-41 (Vann Ave)	Intersection Improvement	Centerpoint has completed relocations at Burkhardt & Cross Pointe, Communication lines need to be moved to new poles. Stockwell is expected to be complete by end of May early June and permanent pavement markings will be placed.
	SR 66 At 1.20 mi W of I-69 (Burkhardt Rd)	Intersection Improvement	
	SR 66 At 0.58 mi W of I-69 (Cross Pointe Blvd)	Intersection Improvement	
	SR 66 At 2.25 mi E of US 41 (Stockwell Rd)	Intersection Improvement	
R-42287	SR 62 Pedestrian Walk at SR-62 EB/WB	Bridge Replacement	Contractor is setting beams at Tekkopol Bridge 5/1. Demo of Railroad bridge is ongoing. Contractor is installing T-Wall at Carpenter Creek Bridge. Roadway foundation earthwork is ongoing. Pavement work will start soon.
	SR 62 At 6.62 mi W of US-41 (Schutte Rd)	Intersection Improvement	
	SR 62 At 4.58 mi W of US-41 (Rosenberger Ave)	Intersection Improvement	
	SR 62 From Rosenberger Rd (4.59 mi W of S Jct US-41) to 3.92 mi W of S Jct US-41 (Ingle Ave)	Road Reconstruction (3R/4R Standards)	
	SR 62 From 8.56 mi W US 41 to 4.59 mi W of US 41 (East of Posey/Vanderburgh Count Line to Rosenberger Rd	Rubblize PCCP & HMA Overlay	
	SR 62 At McDowell Road, 7.75 mi W of US41	Intersection Improvement	
	SR 62 Pedestrian Walk at SR-62 EB/WB	Bridge Replacement	
	SR 62 At 6.62 mi W of US-41 (Schutte Rd)	Intersection Improvement	
R-44971	SR 66 From 2.76 miles West of US 41 Jct	Slide Correction	Construction on-going. Working on final pavement marking.
B-44147	SR 62 over Harper Ditch, 01.78 E US 41	Substructure Repair and Rehabilitation	Final Tracing Documents are at Central Office and the apparent bid results are now open and the contract will be awarded soon.
R-43982	SR 57 From 1.32 N. US 41( End of Concrete) to S. Jct. of I 69 (end of Asphalt)	HMA Overlay, Preventive Maintenance	Stage 3 Review Comments rec'd 3/25/25. Working towards Final Tracings due in July
R-45152	SR 62 from 3.92 mi W of S Jct US 41 (Ingle Ave) to 2.72 mi W of Jct US 41 (Wabash Ave)	Pavement Replacement	Stage 3 has been submitted. Getting pot holes to locate AT&T. Getting utility work plans.
	SR 62 At 3.09 mi W of US-41 (St. Joseph Ave.)	Intersection Improvement	
	SR 62 2.72 mi W of US 41 (Wabash Ave)	Intersection Improvement	
B-44508	US 41 NB over Pond Flat Ditch 02.01 miles S of I-64	Bridge Replacement	Continued work on Stage 2 design, utility conflicts identified, listing 5 different utilities and work plans are getting started as well as the conflict analysis. DRAFT Environmental will be finalized in the next couple of months. Geotechnical Investigation is starting up.
	US 41 SB over Pond Flat Ditch 02.01 miles S of I-64	Bridge Replacement	
R-44013	SR 62 (Morgan Ave.) At Boeke Road, 1.01 mi E of US 41	Intersect. Improv. W/ Added Turn Lanes	Utility relocations are ongoing and Maintenance of Traffic plans are getting finalized.
	SR 62 At Stockwell Road, 2.01 mi E of US 41	Intersect. Improv. W/ Added Turn Lanes	
	SR 62 SR 62 Bridge over HARPER DITCH, 01.78 mi E US 41	Bridge Deck Overlay	

R-45274	From 3.30 mi N SR-57 (0.20 mi N Boonville/New Harmony Road) to 0.85 mi S. SR 168 (0.20 mi N. Coal Mi	Rubblize PCCP & HMA Overlay	Continued work on Stage 1 design plans and geometric report. Working on Utility verification and the waters report. Subsurface Utility Engineering (SUE) field investigations are underway. Environmental and Right of Way work is on-going.
	From 3.30 mi N SR-57 (0.20 mi N Boonville/New Harmony Road) to 0.85 mi S. SR 168 (0.20 mi N. Coal Mi	Small Structures & Drains Construction	Stage 1 design plans are in development. Continued work on the following documents; Environmental, Right of Way, and Utilities.
R-45295	SR 66 From 1.81 mi E of US 41 to 1.91 E of US 41 (EB)	Bike/Pedestrian Facilities	Survey is complete, working on Red Flag Investigation and working on Stage 1 design.
R-44500	SR 66 2.23 miles W of SR 65 at University Parkway Intersection	Intersection Improvement	NTP (Notice to Proceed) to be received soon.
	SR 57 3.36 mi S of I-69 (N. Green River Rd. Intersection)	Intersection Improvement	Roundabout alternatives are being reviewed and a meeting about the final decisions on the type of roundabout will be held on May 16th.
R-39923	US 41 At Lynch Road, 1.0 mi N of SR-66	Intersection Improvement. Added left turn lane on SB US 41. No improvements on Lynch other than resurface.	We just had a kick-off meeting to make sure everyone is on the same page and restarting all the coordination (Railroad, Right of Way, and Utilities). Working on a "dummy" stage 2 submittal before jumping into Stage 3 design.
R-44499	US 41 1.57 miles S of SR 57 At St. George Road	Intersection Improvement	Project got moved back due to reshuffling taking place at central office. New letting date is 10/11/2029. Continued work on stage 1 design plans and continued work on Hydraulics and Utilities. Stakeholder coordination is on-going.

Luke Hill also mentioned that construction is on-going for ORX and you can keep up with the project here:  
<https://i69ohiorivercrossing.com/>

This item was informational and did not require committee action.

#### 4. NEW BUSINESS

##### a. 2024-2028 TIP Modifications – presented by Pam Drach

The Evansville MPO modified the FY 2024-2028 Transportation Improvement Program with the following:

Date Processed	Sponsor	Contract	Des#/ID#	Road	Description	County	Work Type	Funding Type	% Split	Action	Fiscal Year	Phase/Source	Current TIP Entry	New TIP Entry		
														Total	Federal	State/Local
														All amounts in thousands		
25-Mar-25	INDOT	45152	2301254	SR 62	SR 62 From 3.92 m W of S Jct US 41 (Ingle Ave) 2.72 m W of Jct US 41 ( Wabash Ave.) Includes Des# 1900263, 2000187, 1900308, 2400672	Vanderburgh	Pavement Replacement and Intersection Improvements	NHPP	80/20	Revise Funding	2025	CN	\$7,531	\$11,300	\$9,040	\$2,260
	Warrick	43468	2002539	Epworth Rd Ph 1	Tecumseh Dr to S of SR 66	Warrick	Road reconstruction	STBG, CMAQ	N/A	Revise Funding	2025	RW	\$2,900	\$2,900	\$1	\$2,899
11-Apr-25	INDOT	45753	2200037	US 41	At Petersburg Rd, 0.66 mi. S of SR 57	Vanderburgh	Intersection Improvement Project	HSIP	90/10	Add Funding	2025	PE	\$0	\$10	\$9	\$1
	INDOT	44506	2200972	I-64	From 0.82 miles E of SR 65 to 0.96 miles E of SR 65 Remove Des# 2200919 Add Des# 2400720	Vanderburgh	Slide Correction	NHPP	80/20	Revise Des#s	2027	CN	\$3,321	\$2,100	\$1,680	\$420
	INDOT	45152	2301254	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.) Includes Des# 1900263, 2000187, 1900308, 2400672	Vanderburgh	Pavement replacement and Intersection Improvements	NHPP	80/20	Revise Funding	2026	CN	\$3,670	\$38,081	\$30,465	\$7,616
											2027	CN	\$34,411	\$0	\$0	\$0
23-Apr-25	Warrick	43468	2002539	Epworth Rd Ph 1	Tecumseh Dr to S of SR 66	Warrick	Road reconstruction	STBG, CMAQ	N/A	Revise Funding Year	2025	RW	\$2,900	\$0	\$0	\$0
											2026	RW	\$0	\$2,900	\$1	\$2,899

Sponsor	Contract	Des#/ID#	Description	County	Work Type	Funding Type	Action	Fiscal Year	Current TIP Entry	New TIP Entry
All amounts in thousands										
METS	N/A	EMP-25-001	Operating Assistance	Vanderburgh	Operating Assistance	5307	Revise funding	2025	\$915	\$213
						5310		2025	\$150	\$0
						PMTF		2025	\$2,308	\$2,278
						Local		2025	\$3,127	\$4,153
METS	N/A	Various	Capital Assistance	Vanderburgh	Capital Assistance	5307	Revise Funding	2025	\$1,725	\$2,694
						5339		2025	\$115	\$242
						Local		2025	\$460	\$734
METS	N/A	EMP-25-006	Acquisition of Fixed Route Bus	Vanderburgh	Fixed Route Bus	CMAQ	Revise funding	2025	\$360	\$0
						Local		2025	\$90	\$0
METS	N/A	Various	Acquisition of Paratransit Bus	Vanderburgh	Paratransit Bus	5307	Revise funding	2025	\$0	\$280
						5339		2025	\$60	\$0
						CMAQ		2025	\$60	\$0
						Local		2025	\$32	\$70

*Nate Hahn asked is meant when it says revised funding. Pam Drach explained that as the project proceeds through the development phases and cost estimates get more refined, the amount for the project can be revised.*

*This item was informational and did not require committee action.*

**b. Final 2026 – 2030 Transportation Improvement Program (TIP) and associated Conformity Determination – presented by Pam Drach**

The Evansville Metropolitan Planning Organization (MPO) is requesting approval of the FY 2026-2030 Transportation Improvement Program (TIP) and the associated Conformity Determination documentation. The TIP was developed cooperatively with local government, transit operators, the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Federal Highway Administration, the Federal Transit Administration and other appropriate state and federal agencies. The purpose of the TIP is to fulfill federal requirements and to serve local officials and the public as a complete program of federally funded transportation improvements proposed to be undertaken during the next five years (fiscal years 2026-2030) in the Evansville-Henderson Metropolitan Planning Area.

The Draft 2026-2030 TIP was advertised for a public comment period from March 17 through April 16, 2025 during which three open house meetings were held. While during the open house meetings staff answered questions on the projects included in the draft TIP program, only one official comment on the TIP document was received and has been incorporated into the TIP Appendix C. Changes to the draft document presented at the March 13, 2025 meeting are:

- At the request of Henderson County and the City of Henderson, project ID# 02-714.00 Intersection of KY 2183 with KY 1539 was added to the TIP.
- Added right-of-way estimates to the Third Street project in Evansville and the Epworth Rd Phase 1 project in Warrick County.
- At the recommendation of FHWA, Table 2.6: Amendment Thresholds, was revised to align with the INDOT thresholds.
- Table 3.1: Local Program Fiscal Constraint, MPO Attributable funding amounts were revised based on refined future estimated funding levels.

The fiscal constraint and performance measures tables were updated, as appropriate, to reflect the project changes made for the updated document. The TIP program of projects is fiscally constrained, and the projects included in the TIP are consistent with the Metropolitan Transportation Plan (MTP) 2050 and air quality conformity determination report.

The updated document is available on the Evansville MPO website. Adoption of the 2026-2030 Transportation Improvement Program (TIP) and Conformity Determination document is an action item for the May 8, 2025 Policy and Technical Committee meetings. Should you have any questions or need additional information please let me know. *Rick Wilson offered to post flyers for the upcoming Open Houses at the METS terminal. The MPO followed up with Rick and the flyers were posted.*

*Shawn Hayden made a motion for approval and Lorie Van Hook seconded the motion; motion carried.*

**c. Henderson 2025 SHIFT Project Sponsorship – presented by Matt Schrieffer**

As part of Strategic Highway Investment Formula for Tomorrow (SHIFT) Kentucky Ahead transportation prioritization plan, the Evansville MPO must select six of their highest priority projects from Kentucky's unfunded projects list to "sponsor". The selected projects, along with those sponsored by KYTC, District 2 will then be analyzed and given a data-driven score based on safety, congestion and reliability, economic growth, benefit/cost, asset management, resilience, etc.

After projects are scored, local and regional agencies will then have a chance to review the scores and apply "boost points" to any project that has merit above and beyond the identified performance measures. The Evansville MPO has two

“boost points” to increase the score of two of the six sponsored projects. The MPO has selected the projects listed below in coordination with local leaders from the City of Henderson and Henderson County and is asking for approval to submit these projects to KYTC for sponsorship by May 9, 2025.

**1) KY 812 (IP20230002)**

- Add turn lanes on KY 812 near sports complex

**2) Watson Lane (IP IP20230213)**

- Reconstruction from Green River to Sunset Lane

**3) KY 416 (IP20080091)**

- Reconstruction from US 41 to I-69

**4) Elm Street (IP20080098)**

- Reconstruction from Watson Lane to Hi-Y Drive

**5) KY 1539 (Larue Road) (IP20080095)**

- Reconstruction from KY 351 to Kimsey Lane

**6) KY 2183/KY1539 (IP20240001)**

- KY 2183 and KY 1539 intersection upgrade

*Thomas Witt made a motion for approval and Steve Roelle seconded the motion; motion carried.*

**5. OTHER BUSINESS**

None.

**6. PUBLIC COMMENTS**

None.


**7. UPCOMING DATES**

- CY 2025 EMPO Technical Meetings:
  - July 10
  - September 11
  - November 13

Meeting adjourned.

Seyed Shokouhzadeh  
Executive Director

**TO:** Policy Committee Members  
Technical Committee Members

**FROM:** Seyed Shokouhzadeh, Executive Director 

**SUBJECT:** FY 2024-2028 TIP Modifications

**DATE:** July 3, 2025

The Evansville Metropolitan Planning Organization processed several modifications to the FY 2024-2028 Transportation Improvement Program (TIP) as per the attached spreadsheet. The modifications are an informational item for the July 10, 2025 Policy and Technical Committee meetings.

SS/PSD

Attachment




2024-2028 TIP Modifications - FHWA

Date Processed	Sponsor	Contract	Des#/ID#	Road	Description	County	Work Type	Funding Type	% Split	Action	Fiscal Year	Phase/Source	Current TIP Entry	New TIP Entry		
														Total	Federal	State/Local
													All amounts in thousands			
29-May-25	INDOT	45152	2301254	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 )	Vanderburgh	Pavement replacement and intersection improvements	NHPP	80/20	Revised Funding	2026	PE	\$0	\$300	\$240	\$60
					includes Des# 1900263, 2000187, 1900308, 2400672						2026	CN	\$38,081	\$43,670	\$34,936	\$8,734
	INDOT	45274	2301147	US 41	3.3 miles N SR 57 to 0.85 mi S SR 168	Vanderburgh	Rubblize PCCP & HMA Overlay	NHPP	80/20	Revised Funding	2026	PE	\$0	\$300	\$240	\$60
					Includes Des# 2301093											
11-Jun-25	INDOT	45035	2300710	SR 62	At Green River Rd, 1.5 mi W of I-69	Vanderburgh	Intersection Improvement	NHPP	80/20	Moved Funding	2025	PE	\$1,100	\$0	\$0	\$0
											2026	PE	\$0	\$1,100	\$880	\$220
01-Jul-25	INDOT	45455	2400049	Various	Various locations in the Vincennes District	Various	Pavement Preservation	NHPP	80/20	Revised Funding	2026	CN	\$250	\$1,250	\$1,000	\$250
					Includes Des# 2401852, 2401853, 2401854											

Seyed Shokouhzadeh  
Executive Director

**TO:** Policy Committee Members  
Technical Committee Members

**FROM:** Seyed Shokouhzadeh, Executive Director 

**SUBJECT:** FY 2024-2028 TIP Amendments

**DATE:** July 3, 2025

The Evansville Metropolitan Planning Organization is seeking approval of the attached amendments to the 2024-2028 Transportation Improvement Program (TIP). A public review and comment period was publicized for June 24, 2025 through July 9, 2025. The TIP Amendments are an action item for the July 10, 2025 Policy and Technical Committee meetings.


SS/PSD

Attachment

## 2024-2028 TIP Amendments: July 2025

Sponsor	Contract	Des#/ID#	Road	Description	County	Work Type	Funding Type	% Split	Action	Fiscal Year	Phase/ Source	Current TIP Entry Total	New TIP Entry		
												Total	Federal	State/Local	
												All amounts in thousands			
INDOT	46142	2002519	SR 62	Pigeon Creek Bridge, 2.45 miles west of US 41	Vanderburgh	Bridge Rehabilitation Or Repair	BR	80/20	Add Project	2026	PE	\$0	\$30	\$24	\$6
										2028	CN	\$0	\$2,900	\$2,320	\$580
INDOT	45456	2400048	Various	Various locations in the Vincennes District	Vanderburgh	Bridge Rehabilitation Or Repair	BR	80/20	Revise Estimate	2026	CN	\$1,000	\$2,000	\$1,600	\$400
	Includes Des# 2500027, 2401691, 2401690, 2300031, 2300032												\$0	\$0	

**TO:** Policy Committee Members  
Technical Committee Members

**FROM:** Seyed Shokouhzadeh, Executive Director 

**SUBJECT:** Participation Plan

**DATE:** July 3, 2025

The Evansville Metropolitan Planning Organization (EMPO) is in the process of updating its Participation Plan. The Participation Plan is the MPO's policy document used to ensure participation, outreach and involvement in transportation planning and related activities. The Participation Plan is typically updated every 4-5 years and is guided by federal legislation.

The MPO Participation Plan's goals are to:


- Improve and increase the opportunity for involvement and consultation in transportation planning activities.
- Improve access to the planning process for populations that may have lacked access in the past.
- To encourage participation, that will result in transportation planning and decisions that reflect the needs of the community.

A 45-day public comment period will be open from July 21, 2025, through September 4, 2025. A draft of the Participation Plan will be available between the hours of 8:00 a.m. and 4:00 p.m. Monday through Friday at the EMPO Office. A PDF of the documents will also be available on the MPO website: [www.evansvillempo.com](http://www.evansvillempo.com).

Please review the draft document and submit any questions, comments, and/or requests for additional information prior to September 4, 2025, the close of the comment period. Comments and significant changes will be presented when the Participation Plan is presented for final adoption at the September 11, 2025 meetings.

Seyed Shokouhzadeh  
Executive Director

**TO:** Policy Committee Members  
Technical Committee Members

**FROM:** Seyed Shokouhzadeh, EMPO Executive Director 

**SUBJECT:** Title VI Implementation Plan and Limited English Proficiency Plan Update

**DATE:** July 2, 2025

**Approval Requested:**

The *Title VI Implementation Plan and Limited English Proficiency Plan* identifies the actions of the MPO to ensure that the organization conducts all programs, policies, and activities without regard to race, color or national origin. The Plan also identifies the procedures for filing a complaint in the case an individual feels they have been subjected to discrimination due to the actions of the MPO.


The plan is updated annually with the annual goals and accomplishments report, current Title VI Policy Statement, current Notification to the Public of their Rights under Title VI, required updates from FHWA/FTA, and any suggested edits from INDOT and KYTC. Approximately every 5 years, a full update of the Plan is completed to include new demographic data, charts, and maps and reflect any changes in policies and programs made by the MPO since the last update.

The MPO is requesting your approval and adoption of the full update to the *Title VI Implementation Plan and Limited English Proficiency Plan*. The final version can be found on the MPO website at [www.evansvillempo.com](http://www.evansvillempo.com). The last full update of the Plan was adopted on July 6, 2022. The next full update will be in approximately five years.

SS/JMS

Seyed Shokouhzadeh  
Executive Director

**TO:** Policy/Technical Committee Members

**FROM:** Seyed Shokouhzadeh, EMPO Executive Director 

**SUBJECT:** Draft Transportation Safety Policy (Informational)

**DATE:** July 3, 2025

The Evansville MPO has developed a Draft Transportation Safety Policy to establish a regional approach for prioritizing safety in transportation planning and project development. Similar to the MPO's Complete Streets Policy, the Transportation Safety Policy should be considered in project development and when applying for Federal funds through the MPO Call for Projects application process.

Please review the Draft Transportation Safety Policy attached. If you have any questions or comments about the policy, please send them to Matt Schriefer ([mschriefer@evansvillempo.com](mailto:mschriefer@evansvillempo.com)).

The MPO will request approval of this policy during the Technical and Policy Committees in September. Any edits due to your questions or comments will be noted and discussed at the meeting.

SS/MS

# TRANSPORTATION SAFETY POLICY

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DRAFT

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION

# **Transportation Safety Policy**

## **Evansville Metropolitan Planning Organization**

### **A. BACKGROUND**

The Evansville Metropolitan Planning Organization (MPO) is committed to advancing a safe, secure, and resilient transportation system that reduces the risk of crashes and fatalities for all roadway users. The MPO and its member jurisdictions have implemented various safety-focused projects across the region, including enhanced intersections, safer pedestrian crossings, dedicated or protected bike lanes, and reduced vehicle speeds through design changes.

This Transportation Safety Policy builds upon those efforts and aims to establish a regional approach to prioritizing safety in all aspects of transportation planning and project development. Its primary objective is to reduce transportation-related fatalities and serious injuries by implementing data-driven, proactive, and inclusive safety strategies that account for all users—motorists, cyclists, pedestrians, transit riders, freight operators, emergency responders, and others—regardless of age or ability.

A safety-first approach to transportation planning supports a healthier, more livable, and economically resilient region. Projects designed with safety as the foundation promote public health, reduce crash-related costs, encourage active transportation, and foster community trust and well-being. Integrating safety measures into project design also reduces the need for costly retrofits or safety countermeasures in the future.

### **B. DEFINITION**

Transportation safety is a comprehensive, system-wide, and proactive approach that integrates safety into all aspects of surface transportation planning and decision-making. This includes approaches for people of all ages and abilities, and all modes of travel.

### **C. VISION AND PURPOSE**

The purpose of the Transportation Safety Policy is to strive for zero transportation-related fatalities and serious injuries throughout the Evansville MPO region. This Vision Zero-aligned approach seeks to create a safe, equitable, and proactive transportation system.

#### **The goals of this policy are:**

- To reduce crashes, fatalities, and serious injuries for all users through evidence-based design and policy.
- To foster a safe, multimodal network that enables access to essential services, especially for vulnerable populations.
- To integrate safety considerations into every stage of transportation planning and project development.

### **D. POLICY**

- The Evansville MPO promotes a safety-first approach and recommends that all local jurisdictions adopt and implement a Transportation Safety Policy.
- All projects receiving MPO-allocated federal funding must demonstrate alignment with this safety policy. Other projects are encouraged to do the same.



## **1. Applicability**

This Transportation Safety Policy applies to new construction and reconstruction of local roadways and other transportation facilities that will use Federal funds through the Evansville MPO for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering.

## **2. Requirements**

- a. All project designs must prioritize safety improvements, taking into account crash history, road context, and risk factors for all modes. It is important to note that safety elements may look different for every project and road type. For example, warning signals for approaching an intersection may be sufficient in a rural area, whereas a roundabout, with consideration of all users may be needed in suburban settings, and appropriate markings and signal timing for pedestrians may be needed in urban settings. Also, when re-striping projects are considered, where the right-of-way will not change, options such as reduced lane widths may be implemented.
- b. LPAs retain design authority but are expected to use nationally accepted safety design guidelines (e.g., AASHTO, NACTO, FHWA Proven Safety Countermeasures).
- c. Project sponsors shall complete the Call for Projects application and submit the completed application to the Evansville MPO.
- d. LPAs should coordinate their projects with adjacent LPAs to ensure consistency of facilities.
- e. Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk).

## **3. Recommendations**

- a. Local Public Agencies are encouraged to view all transportation improvements as an opportunity to reduce risk and improve safety outcomes.
- b. Projects serving schools, parks, commercial centers, or other high-use destinations should prioritize safe pedestrian and bicycle access.
- c. Traffic calming elements (e.g., curb extensions, speed cushions, roundabouts) should be considered where data supports their effectiveness.
- d. Landscaping and street trees should be placed to improve visibility and reduce speeding while maintaining sight distances.
- e. Each project design should be coordinated with appropriate access management strategies to eliminate driveways and crossings that increase crash potential.
- f. Each local community should regularly update its project design standards and procedures and train its staff to adhere to them.
- g. Local governments are encouraged to adopt Transportation Safety Policies consistent with this regional policy and federal and state design standards.

## **E. PROCESS**

### **1. Call for Projects**

The Evansville MPO issues a Call for Projects to LPAs at the beginning of the Transportation Improvement Program (TIP) update, typically every two years, when funding is available. The application is updated at least every four years to reflect the most current Metropolitan Transportation Plan (MTP). The Call for Projects application and accompanying prioritization process directly reflect the goals and objectives set forth in the most recent MTP.

Once the Call for Projects is announced, LPAs seeking to use federal funding for transportation projects shall submit a project application. The application will give LPAs the opportunity to provide detailed information on how safety elements are being incorporated into the overall project.

### **2. Project Review and Approval**

The Evansville MPO will review all applications received through the Call for Projects to determine eligibility for federal funding, then score and prioritize each application based on the approved project prioritization process. The Evansville MPO will coordinate with LPAs throughout this process if additional information is needed to fully score the application. Once all projects have been prioritized, the MPO Technical Committee will review the prioritized list of projects before it is presented to the Policy Committee for approval. Approval of the project by the Policy Committee will allow the Evansville MPO to move forward with programing it into the TIP.

### **3. LPA Quarterly Project Tracking**

Once a project is programmed into the adopted TIP, the LPA shall fulfill the scope of work as detailed in the approved Project Description as approved by the Policy Committee during the Call for Projects. Quarterly project tracking will maintain current information of issues identified, significant accomplishments since the initial Project Description submittal or last quarterly report, new details on project implementation, and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the Project Description.

### **4. Project Scope Change**

The LPA shall report to the Evansville MPO if a significant change to the project is being considered, especially any change that affects the project's safety elements for any user. The MPO will review the requested change(s) to the project and coordinate discussions with the LPA to ensure that change(s) do not have an adverse effect on safety.

### **5. Exemptions**

The MPO may allow an exemption to this Safety Policy under certain circumstances that adversely affect the overall intent of the project, including but not limited to the following:

- a. Ordinary maintenance activities designed to keep the facility in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance) become too burdensome and/or cost prohibitive;

- b. There are extreme right-of-way, topographic or natural resource constraints;
- c. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;
- d. The project is not a roadway improvement project and/or the Evansville MPO has no programming authority (e.g. State, Transit and local projects).

## **F. IMPLEMENTATION**

Upon approval and adoption of this Transportation Safety Policy, it will become part of the Evansville MPO's planning process and project selection for MPO allocated funding. The principles of this policy will also guide the MPO in the preparation of the Metropolitan Transportation Plan, Transportation Improvement Program, and other plans it prepares or to which it contributes.

LPAs should consult with the FHWA Proven Safety Countermeasures and locally derived Safety Action Plans for guidance in including safety elements within projects.

## **G. EVALUATION**

The Evansville MPO shall, at a minimum, evaluate this policy and the documents associated with it in conjunction with the Metropolitan Transportation Plan update. This evaluation may include recommendations for amendments to the Transportation Safety Policy and subsequently be considered for adoption by the Policy Committee utilizing its current procedures.








## **H. PERFORMANCE MEASURES**

In order to measure the performance of safety planning, a broad look at how the system is improving safety is crucial. The intent of the Transportation Safety Policy is to create an effective transportation system that is safe for all modes of transportation and reduces the potential for crashes. Performance measures include:

- Crash reduction for all road users after project implementation, including rate of fatalities and serious injuries;
- Number of projects that include traffic safety treatments as listed in FHWA's Proven Safety Countermeasures.

# MOBILITY HUBS:

neighborhood and/or commercial hubs that include a concentration of bus, bike, and pedestrian infrastructure

-  **Mobility Hubs**  
1/4 mi / 1/2 mi
-  **Bicycle Routes and Trails**
-  **METS Bus Routes**
-  **METS Transfer Terminals**
-  **METS Bus Shelters**
-  **Upgrade Bikeshare Stations**
-  **METS Micro Transit Zone**

- 1** Downtown
- 2** Lawndale
- 3** Eastland Mall
- 4** West Schnucks
- 5** North Target
- 6** Ivy Tech
- 7** Haynie's Corner
- 8** UE
- 9** Franklin Street
- 10** Jacobsville @ North Main
- 11** South 41 @ Covert
- 12** Vann @ Covert
- 13** North Green River
- 14** Burkhardt @ Lloyd
- 15** Wesselman Park





END START	Downtown	Lawndale	Eastland Mall	West Schnucks	North Target	Ivy Tech	Haynie's Corner	UE	Franklin Street	Jacobsville @ North Main	South 41 @ Covert	Vann @ Covert	North Green River	Burkhardt @ Lloyd	Wesselman Park
Downtown		Washington Covert	Walnut Lincoln	Mary Howell-Mary	First Stringtown-First	Riverside Covert		Walnut Lincoln	Mary Howell-Mary	Trolley	Covert	Covert	Lynch Lynch-Walnut	Lincoln E M East Connection	Walnut Lynch-Walnut
Lawndale	Washington Covert		Shuttle East Connection	Washington Covert D T Mary Howell-Mary	Washington Covert D T First Stringtown-First	Riverside Covert	to Lincoln Ave	Walnut Lincoln	Washington Covert D T Mary Howell-Mary	Trolley	Covert	Covert	East Connection	Shuttle East Connection	Washington Covert D T Lynch-Walnut
Eastland Mall	Walnut Lincoln	Shuttle East Connection		Walnut Lincoln Mary Howell-Mary	Walnut Lincoln First Stringtown-First	Shuttle East Connection L D D Riverside Covert	Walnut Lincoln	Walnut Lincoln	Walnut Lincoln D T Mary Howell-Mary	Trolley	Shuttle East Connection L D D Covert	Shuttle East Connection	East Connection	Shuttle East Connection	Walnut Lynch-Walnut
West Schnucks	Mary Howell-Mary	Mary Howell-Mary D T Washington Covert	Mary Howell-Mary D T Walnut Lincoln		Mary Howell-Mary D T First Stringtown-First	Mary Howell-Mary D T Riverside Covert	Mary Howell-Mary D T Walnut Lincoln	Mary Howell-Mary D T Walnut Lincoln	Mary Howell-Mary	Mary Howell-Mary D T Trolley	Mary Howell-Mary D T Covert	Mary Howell-Mary D T Covert	Mary Howell-Mary D T Lynch Lynch-Walnut	Mary Howell-Mary D T Washington Covert L D D East Connection	Mary Howell-Mary D T Walnut Lynch-Walnut
North Target	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
Ivy Tech	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
Haynie's Corner	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
UE	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
Franklin Street	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
Jacobsville @ North Main	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
South 41 @ Covert	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
Vann @ Covert	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
North Green River	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
Burkhardt @ Lloyd	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First
Wesselman Park	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First	First Stringtown-First

Riverside Covert

Washington Covert D T First Stringtown-First

Take either route to Downtown Transfer then either route to destination.

to Lincoln Ave

Walnut Lincoln

Walk to Lincoln Avenue, then take either route to destination.

Transfers

D T Downtown

E M Eastland Mall

L D Lawndale

Day & Night Routes

Washington Riverside Lincoln Covert Howell-Mary Stringtown-First East Connection

6:15 AM – 12:05 AM

6:15 AM – 11:45 PM

Day Routes

Fulton Stringtown Mary Walnut First Lynch Trolley Shuttle

6:15 AM – 6:05 PM

6:45 AM – 6:15 PM

Night Route

Lynch-Walnut

6:15 PM – 12:05 AM

USER GUIDE

Direct link to Mobility Hub on either route.

METS My Ride

Scan the QR code to the left for the METS My Ride website to track each bus and find out when it will arrive.

METS Micro

Scan the QR code to the right for the METS Micro website to access on-demand rides on Evansville's eastside.

METS Micro

Scan the QR code to the right for the METS Micro website to access on-demand rides on Evansville's eastside.

Wesselman Park

Wesselman Park

Burkhardt @ Lloyd

Burkhardt @ Lloyd

North Green River

North Green River

South 41 @ Covert

South 41 @ Covert

Vann @ Covert

Vann @ Covert

Franklin Street

Franklin Street

Jacobsville @ North Main

Jacobsville @ North Main

UE

UE

Haynie's Corner

Haynie's Corner

Ivy Tech

Ivy Tech

North Target

North Target

West Schnucks

West Schnucks

Eastland Mall

Eastland Mall

Lawndale

Lawndale

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Burkhardt @ Lloyd

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South 41 @ Covert

Vann @ Covert

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Jacobsville @ North Main

UE

UE

Haynie's Corner

Haynie's Corner

Ivy Tech

Ivy Tech

North Target

North Target

West Schnucks

West Schnucks

Eastland Mall

Eastland Mall

Lawndale

Lawndale

Downtown

Downtown



