



# 2026 - 2030 Transportation Improvement Program

Anderson Metropolitan Planning Organization

Spring 2025



Madison County Council of Governments

## MADISON COUNTY COUNCIL OF GOVERNMENTS

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### MCCOG Staff

Jerrold Bridges, *Executive Director*  
Josh Baugh, *Transportation Planning Technician*  
David Benefiel, *AICP, Principal Transportation Planner*  
Susan Drinkut, *Office Manager*  
Jodi Graham, *Administrative Assistant*  
Ralph Holmes III, *AICP, Senior Planner*  
Brandon Kendera, *Senior Transportation Planner*  
John Lavine, *PLA, Principal Planner*  
Rene Lawson, *GIS Coordinator*  
Bret Lott, *Principal Planner*  
Andrew Magee, *Senior GIS Analyst*  
Kenneth McGaughey, *Transportation Planning Analyst*  
Varu Musunuri, *Senior Transportation Planner*  
Ryan Phelps, *AICP PTP, Principal Transportation Planner*  
Corey Ramsey, *Transportation Planning Technician*  
Cindy Rogers, *Transportation Planning Technician*

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## INTRODUCTION

On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law by President Biden and included a \$1.2 trillion infrastructure package, which included provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the Department of Transportation. This law serves as the transportation bill until September 30, 2026, and serves as guidance for the transportation funding program.

Under Title 23, Part 450, the *Code of Federal Regulations* (CFR) defines Planning Assistance & Standards for Highways. The following describes various mechanisms that determine the provision of that assistance.

- **Metropolitan Planning Organization** – “...The *Metropolitan Planning Organization* (MPO) designated for each *Urbanized Area* (redefined to Urban Area by US Census Bureau) and required to conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process (3-C Process) for its *Metropolitan Planning Area* (MPA), including the development of a *Metropolitan Transportation Plan* (MTP) and a *Transportation Improvement Program* (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (Including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution; and encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth under Title 23, Part 134(h) and Title 49, Part 5303(h) of the *Code of Federal Regulations* (CFR).

For the *Urbanized Area* of the City of Anderson, Indiana (redefined as *Urban Area*); the *Madison County Council of Governments* (MCCOG) has been designated by the State of Indiana as the MPO, herein referred to as the *Anderson MPO*, is responsible for coordinating the effort described under Title 23, Part 450 of the *Code of Federal Regulations* (CFR).

- **Urban Area (Urbanized Area)** - Under these regulations, a *Metropolitan Transportation Planning Process* must be conducted for each area of concentrated population surrounding a community of at least 50,000 persons, as defined by *the Census Bureau* and now redefined and renamed as *Urban Area* (UA) by the US Census Bureau beginning with *Census 2020* (see definitions below). According to Census 2020, this area includes the City of Anderson, Town of Chesterfield, Town of Daleville, and the Town of Pendleton.
  - **Urban Area (UA)** - A statistical geographic entity consisting of a densely settled core created from census blocks and contiguous qualifying territory that together have at least 2,000 housing units or 5,000 persons.
  - **Urbanized Area (UA)** - A retired statistical geographic entity type consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people. Urbanized areas were not identified for the 2020 census.
- **Adjusted Urban Area** – Through an agreement with the Indianapolis MPO fully executed on 9-19-23, the Town of Ingalls and the Town of Fortville, identified in the agreement as the “Designated Area”, upon their request, shall be retained as communities with the Madison County Council of Governments (MCCOG) or Anderson MPO and their per capita funds also retained in addition to the INDOT-MPO Sharing Agreement amounts issued by INDOT.



- The Town of Ingalls and the Town of Fortville were included in the Indianapolis Urbanized Area beginning with *Census 2000* and again in *Census 2010*. However, because these communities had previous relationships with the Anderson MPO, they requested to remain with the Anderson MPO rather than shift to the Indianapolis MPO.
- **Metropolitan Planning Area** - A *Metropolitan Planning Area* (MPA) must be defined, at a minimum, to encompass the entire existing *Urbanized Area* (redefined as *Urban Area*) plus the contiguous area expected to become urbanized within a 20-year forecast period of the *Metropolitan Transportation Plan* (MTP). The *Urbanized Area* (redefined as *Urban Area*) was updated with information from Census 2020.
  - The current and active MPA boundary for the Anderson MPO is based upon Census 2010 and includes the City of Anderson and all of Madison County including its incorporated communities, as well as sections of Salem Township in Delaware County, including the Town of Daleville; and sections of Vernon Township in Hancock County, including the Town of Fortville.
  - An adjusted MPA boundary based on changes in Census 2020 is under review and when approved will include sections of Fall Creek Township in Henry County, including the Town of Middletown and a small portion of the City of Elwood located in Tipton County. Since they are not yet approved, these changes have not been reflected or incorporated into this document.

*[A copy of the current UA & MPA Maps have also been provided in the Appendix of this document.]*

## TRANSPORTATION IMPROVEMENT PROGRAM

The *Code of Federal Regulations* (CFR) outlines the “Development and Content of the *Transportation Improvement Program* (TIP)” in *CFR 23, Part 450, Subpart C, Section 450.326*. The TIP is a document that defines a four-year (now expanded to five years), multi-stage program of transportation improvements including both transit, multimodal, bicycle & pedestrian, air quality, and roadway projects. However, the fifth year only operates as an illustrative year for both MPO-Funded and State-Funded Projects.

The document contains all regionally significant projects requiring action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), whether those projects are funded under *Title 23 USC Chapters 1 & 2* or *Title 49 USC Chapter 53*. The document also includes any regionally significant transportation projects that are proposed for the use of federal funds other than those administered by FHWA or FTA, as well as all regionally significant transportation projects to be funded with non-federal funds.

The document is a coordinated effort of Anderson MPO and *Local Planning Agencies* (LPAs) located within the *Metropolitan Planning Area* (MPA) to plan transportation related improvements in a comprehensive and systematic framework that meets all federal and state guidelines (INDOT, FHWA, & FTA).

Formal adoption of the TIP is the responsibility of the Anderson MPO Policy Committee. Membership of that committee is comprised of the following:

- Mayor, City of Anderson
- Council Member, Town of Pendleton
- Member, Board of County Commissioners
- Chairman, Anderson Board of Public Works
- Council Member, City of Anderson
- Member, Madison County Council
- Mayor, City of Elwood
- Council Member, City of Elwood
- Planning Director, Madison County
- Surveyor, Madison County
- Mayor, City of Alexandria
- Deputy Director, Anderson Department of Municipal Development
- Deputy Commissioner, INDOT Greenfield District
- Governor’s Appointee [Non-Voting]
- FHWA Representative [Non-Voting]

## DEVELOPMENT PROCESS

Every two years, the Anderson MPO enacts a process that assists in the development of a revised *Transportation Improvement Program* (TIP) Document to reflect federal transportation funding that will be expended over a period of four (4) years, now expanded to cover a period of five (5) years. While the process begins in January, the final document is not adopted until late spring after internal and external review processes have been completed, but overall, the *TIP Development Process* is generally a continuous one. Most importantly, the process includes input from a variety of sources representative of the *Metropolitan Planning Area* (MPA) including the *Anderson MPO Policy Committee*, the *Anderson MPO Technical Advisory Committee* (TAC), the *Anderson MPO Citizens Advisory Committee* (CAC), the general public, elected officials, community leaders, public & private transportation providers, INDOT Greenfield District, and INDOT Central Office.

The development of the TIP Document is conducted in four stages over the course of the entire two year period encompassing much of the activity of the Anderson MPO and its interaction with its MPA communities, the public, elected officials, community leaders, and representatives of the INDOT Greenfield District and INDOT Central Office. The four stages are listed below with their respective activities:

### Stage 1: Project Programming

#### 1. Public Participation

- a. Public Comment from Metropolitan Transportation Plan (MTP)
- b. Public Comment from Supporting MPO Plans - Bicycle & Pedestrian Plan & Safety Plan
- c. Public Comment from Supporting MPO Plans – Corridor Plans, Interchange Studies, ADA Transition Plans, Comprehensive Plans, Thoroughfare Plans, and Park & Recreation Master Plans
- d. Public Participation from Other LPA Planning Documents & Efforts
- e. INDOT Greenfield District Safety Screening Meetings
- f. INDOT Greenfield District Quarterly Meetings
- g. MPO Quarterly Tracking Project Meetings
- h. CATS Transit Meetings – Urban Transit
- i. INDOT Office of Transit Coordination – Rural Transit
- j. LPA Project, Town Council (TC), Redevelopment Commission (RDC), & Plan Commission (PC) Meetings
- k. INDOT Project Meetings – Preliminary Field Check, Public Hearings/Informational Meetings, Pre-Construction Meetings, and Traffic Management Plan Meetings (TMP)
- l. INDOT Public Surveys – Web-Based
- m. Emergency Event Repair & Reconstruction Information from INDOT

#### 2. LPA Interest

- a. MPO Project Eligibility Review Process (PER)
- b. MPO Project Prioritization Process

### Stage 2: Document Development

#### 1. State Project List Review

- a. State Project List received, sorted, and analyzed for potential inclusion.
- b. INDOT STIP Project List Meeting held.
- c. Additional information requests submitted to various INDOT personnel to clarify project scope and other information to determine if proposed “Exempt” or “Non-Exempt” for air quality.
- d. Additional information requests submitted to various INDOT personnel to gather missing information not included in State Project List.

## **2. Draft TIP Development**

- a. Draft TIP Project List developed.
- b. Draft TIP Document text and appendices updated/developed.

## **3. Fiscal Constraint**

- a. Fiscal Constraint Tables developed for draft document

### **Stage 3: External Review & Public Participation**

## **4. Air Quality-Transportation Conformity Process (AQTC)**

- a. ICG Coordination
- b. Public Notice & Public Hearing
- c. USDOT Conformity Letter (likely received after adoption of document)

## **5. Public Participation**

- a. Notification of Public Comment Period
  - i. Public Notice in Anderson Herald Bulletin
  - ii. Direct Notification via Email
    1. Policy Committee
    2. Technical Advisory Committee (TAC)
    3. Citizens Advisory Committee (CAC)
    4. INDOT Office of Planning
    5. FHWA Indiana Division
    6. FTA Region V
- b. Letters mailed to private transit providers within the MPA for comments on the Draft TIP Document
- c. Incorporation of Public Comment
  - i. Update or Resolve comments received from Public
  - ii. Update or Resolve comments received from INDOT, FHWA, & FTA.
  - iii. Update or Resolve comments received from Policy Committee, TAC, and CAC
  - iv. Update or Resolve comments received from Private Transit Providers

## **6. Final TIP Development**

- a. Final TIP Project List developed.
- b. Final TIP Document text & appendices updated/developed.
- c. Final TIP Project List, Document Text, & Appendices Bundled into a single PDF Document.
- d. Post Final TIP Document on MPO website: [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip).

### **Stage 4: Approval**

1. Final TIP Document presented to the Policy Committee for approval by formal resolution.
2. Additional Comments Received from Resource Agencies
  - a. Update or Resolve comments received from INDOT, FHWA, & FTA.
3. Post Approved TIP Document on MPO website: [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip).

*Please Note: As new policies are adopted by the MPO or regulations or guidance provided by the Federal Highway Administration (FHWA) and/or the Indiana Department of Transportation (INDOT); future development of the TIP Document may be conducted significantly different from the process described above.*

## PROJECT PROGRAMMING

There are two primary areas of the project programming process. Input from the general public, elected officials, community leaders, businesses, and other stakeholders are key for the Anderson MPO to understand the needs of the transportation system of the MPA. The second area is a more direct approach and acts as a “Call for Projects” process that determines LPA interest, Project Eligibility, Project Prioritization, and other factors that assist the MPO in programming projects in the TIP.

### Public Participation

The process of determining the use of those funds allocated to the Anderson MPO draws from the content and determinations of other processes involving public participation and approvals, as follows:

- **Metropolitan Transportation Plan** – This document, *2050 inMotion*, outlines special projects such as corridor studies, accident analyses, volume counts, data gathering & management, land use planning, environmental review, and *Highway Performance Monitoring System* (HPMS) activities. This document is used to assist in the overall larger TIP process in identifying projects for highway, bicycle, pedestrian, transit, safety, congestion, and air quality mitigation to program federal aid.
- **Supporting MPO Plans** – Several additional planning documents that are updated regularly, as well as specialized studies and documents, provide specific information on various aspects of the local transportation system. More specifically, the *Anderson MPA Bicycle and Pedestrian Plan* and the Safety Plan, *Protect 2030*, each provide specific analyses that identify gaps and issues throughout the MPA. Other documents, completed periodically are more specific, such as the I-69 Corridor Plan, Interchange Studies, and various ADA Transition Plans, Comprehensive Plans, Thoroughfare Plans, and Park & Recreation Master Plans completed by or in consultation with the Anderson MPO provide additional guidance regarding various needs of the local transportation system in consideration of growth, economic development, and planning. These documents and studies provide additional information for incorporation into the MTP. Similar to the MTP, they are also used to assist in the overall larger TIP process in identifying projects for highway, bicycle, pedestrian, transit, safety, congestion, and air quality mitigation to program federal aid.
- **LPA Planning Documents & Efforts** – As our LPAs conduct planning activities within their communities either with our direct assistance or through our coordination, the associated planning process and public participation process may glean significant information regarding needs of a local transportation system or issues that need to be addressed or corrected. Beyond MPO planning opportunities, LPA planning documents inform MPO document development. LPA plans have been publicly vetted to identify community-based priorities and specific transportation projects, which directly correlate to MPO-awarded community transportation projects that are often later programmed into the TIP Document.
- **INDOT Greenfield District Activities** – Annually the Anderson MPO participates in the District Safety Screening Meetings and provides comment and feedback on issues and potential solutions to issues identified by INDOT. Additionally, the Anderson MPO meets quarterly with District Safety staff to coordinate concerns of the MPO, the public, and LPAs, as well as the TAC and the CAC. Regular coordination also occurs with District Permitting personnel to coordinate development requests for new driveway permits and to provide feedback to LPA Planning Staff.
- **MPO Quarterly Tracking Project Meetings** – Each quarter the Anderson MPO meets on all LPA projects, both MPO and INDOT funded to ensure adequate funding programming, project progress,



and to ensure obligation schedules and to assist in programming future phases (RW and CN), as well as associated future project phases, such as additional phases of a trail system.

- **Transit Coordination** – Periodically, the Anderson MPO meets with the urban transit planner at CATS to determine progress on obligation of active projects in TRAMS and determine future plans to meet TAM plan requirements. Additionally, the Anderson MPO meets with the contracted service provider for the rural transit service in Madison County, TRAM, to determine progress and customer satisfaction as well as address any needs to meet TAM plan requirements. Additional meetings are held with INDOT Office of Transit of FTA Region V to provide additional guidance and information for transit-related programming.
- **LPA Meeting Involvement** – The Anderson MPO regularly attends a variety of local municipal meetings, such as Town Council, Redevelopment Commission (RDC), and Plan Commission meetings. These meeting assist the MPO in understanding local development pressures related to the needs of the transportation system.
- **INDOT Project Meetings** – The Anderson MPO regularly attends a variety of INDOT Project Meetings for INDOT-funded project on state facilities that occur throughout the Project Development Process (PDP). These meetings include Preliminary Field Check Meetings (PFC), Traffic Management Plan Meetings (TMP), Pre-Construction Meetings (Pre-Con), and Public Hearings and Informational Meetings held throughout the MPA.
- **INDOT Public Surveys** – Periodically, INDOT will request MPOs and their constituency to complete online surveys regarding issues related to the transportation system. While mostly focused on INDOT facilities, the online survey provides significant opportunity to glean information from the public to provide guidance to the MPO regarding future programming needs.
- **Emergency Event Repair & Reconstruction** - Under 23 CFR 667, periodic statewide evaluations must be conducted to determine any reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasion due to emergency events. Under this rule, projects included in the Transportation Improvement Program (TIP) must also be considered as one of the evaluating factors when programming projects.

Each of these opportunities produce significant amounts of information regarding the wants, needs, and desires of the constituency of the Anderson MPO. These project ideas are often derived from existing issues with data, local planning documents, or local ordinances that substantiate their need. This information is documented regularly and generally filters into the development of the Metropolitan Transportation Plan (MTP) or other MPO Plans, as well as into the TIP Document once programmed within its 5-year planning horizon.

Specifically regarding “Underprivileged Populations”, each of the different sources of public participation activities listed above that culminate in the development of each TIP Document and TIP Project List provides a number of activities that serve these populations. These activities often specifically target those populations that may not normally be represented in some public participation activities. Some of these specific activities involve providing virtual opportunities for those who have limited travel options or who might have some type of physical impairment that limits their options. Additionally, specific segments of the population who may not attend public participation opportunities are often targeted by presenting public participation opportunities at regularly scheduled meetings. Other opportunities included presentations and surveys at community gatherings and festivals. For minority and low-income outreach, we hosted meetings at the Anderson Public Library, Anderson Impact Center, and the Alexandria Emery Lee Building. For senior and minority populations, we hosted a discussion at the Anderson Impact Center during the Impact Center Senior Luncheon. Specifically,

for our MTP, which the programmed projects in the TIP are primarily generated, several focus group meetings were held for specific segments of the population.

(The Anderson MPO demonstrates the requirements of 23 CFR 450 316 (a) have been met by the Public Participation Plan – Adopted Fall 2015 & Amended Summer 2021 and can be found on our website at: [www.heartlandmpo.org/document-archive](http://www.heartlandmpo.org/document-archive).)

### **LPA Interest**

The projects funded by the Anderson MPO and included in the 2026-2030 TIP Document, with the exception of any emergency projects, are directly vetted through the Project Eligibility Review Process (PER). The PER Policy operates in tandem with the Red Flag Investigation, Project Prioritization, and Complete Streets Policies.

The PER policy represents an expanded “Call-for-Projects” process that allows Local Planning Agencies (LPAs) to submit projects to the MPO. Projects are re-defined with an MPO-issued scope of work to ensure funding eligibility, then reviewed for potential stumbling blocks through Red Flag Investigation (RFI). Finally, projects are prioritized following the Project Prioritization Policy. This policy prioritizes emergency projects, previously funded multi-phase projects, and then scores remaining projects based on this policy and community preparedness through publicly vetted planning efforts.

The PER process directly correlates to the development of the Metropolitan Transportation Plan (MTP) which identifies the needs of the transportation system of the Anderson Metropolitan Planning Area (MPA) and the proposed investments over the course of a 20-year planning horizon.

The final selection and subsequent inclusion of projects within the TIP Document is based upon a combination of the *Project Eligibility Review (PER) Process* and the *Project Prioritization Policies*. However, existing eligibility criteria of the LPA, such as ADA Pre-Certification & Assurances (current *ADA Transition Plan*), ERC Status, A-11 Audits, *Indiana Local Technical Application Pathway* (ITAP) Registration, and Title VI Compliance, are also incorporated into the evaluation of the applicant and/project as part of the *Project Eligibility Review (PER) Process*.

The current process is fully outlined in our *Project Eligibility Review Policy* adopted by resolution on December 10, 2015 (see Appendix). Instead of a traditional “Call for Projects” where a specific amount of funds is made available to those *Local Planning Agencies* (LPAs) by application directly to the Anderson MPO, the intent is that ongoing collaboration and communication occurs between MPO staff and representatives, community leaders, and elected officials of the LPAs within both the Urbanized Area (UA) and the Metropolitan Planning Area (MPA).

This ongoing communication ensures that as local needs and priorities are identified, whether related to maintenance, land development, or safety improvement; a host of LPA-defined projects can be identified in early planning stages of an individual community or area within the MPA. In addition to this ongoing collaboration and communication, the intent is that each time preparations are being made to update the *Metropolitan Transportation Plan* (MTP), MPO staff will make a collective effort to gather project needs, wants, and ideas from the LPAs within the Anderson MPA.

Below is a step-by-step description of how information regarding potential projects is transmitted and subsequently reviewed by MPO staff.

1. ***Project Eligibility Review (PER) Form – Step 1 Submission***: This basic form requires the LPA to provide basic information regarding their proposed project including: (1) Roadway/Intersection (or

Trailway/Multi-Use Path Name), (2) Project Length, (3) Termini, and most importantly, (4) a *Basic Description* of what the project will include or in other words, a “proposed project scope”.

2. **PER Form – Step 1 Review:** Upon receipt of this form, MPO staff will review to identify if further discussion or clarification is necessary, which is often required to ensure that the MPO understands the potential challenges, purpose & need, and any adjacent/associated project coordination that may be required, whether LPA-funded, State-Initiated, infrastructure improvement, or development-related. During this step, meetings with representatives of the LPA may be required to ensure clarification and specific development of the project scope.
3. **Project Eligibility Determination:** Once MPO staff has a good understanding of the proposed project, it must be determined if the proposed project is actually eligible for MPO funds. More specifically, MPO staff must answer several questions related to project eligibility: (1) Is the project located within the *Urbanized Area* (UA), (2) Does the LPA have a current *Employee in Responsible Charge* (ERC)?, (3) Does the LPA have the ability to provide local matching funds for this specific project location?, (4) Does the LPA have the ability to manage a FHWA-Funded Project?, and (5) Is it likely that the LPA would be willing to abide by the final project once it is issued by the MPO?

**Please Note:** In the event a project is deemed ineligible, MPO staff will look for other funding opportunities that might address the purpose and need identified for the ineligible proposed project. Oftentimes, rather than identifying a proposed project as ineligible, MPO staff will look for ways to incorporate the proposed project into a larger project that might be eligible for MPO funds.

4. **Project Scope Development:** In preparation for PMs and PTs that will impact the future delivery requirements of a given project, a project’s purpose, or the final product upon completion of construction, MPO staff will develop a final project scope based upon all available information and previous discussion with the LPA. This ensures that the project being awarded by the MPO will be the project that is constructed, wholly and in its entirety. This also ensures that every project programmed and awarded complies with the *Anderson MPO Complete Streets Policy*.

To ensure that the LPA understands the requirements of the final project scope issued, the MPO meets directly with the LPA ERC and other representatives. This also provides an opportunity for the LPA to express additional interest in the inclusion adjacent issues to be addressed not initially known or included, as well as any betterments that might also be included in the design, such as ensuring elements match existing community elements, such as powder coating, street signs, or similar. Other items that might also be included which are not federally eligible (100% local) are those that are related to economic development or capacity, such as increased water or sewer pipe sizes as inclusion of these items pose an opportunity for economies of scale and thus, general cost savings to the community. This meeting provides an opportunity for any updates or changes to the Final Project Scope issued by the MPO.

**Please Note:** Final Project Scopes are included in the MPO Award Letter with specific language noting that the entirety of the scope must be completed. This means that if project costs increase for whatever reason, specific project components, such as sidewalks or other pedestrian, bicycle, transit, wayfinding, beautification, or other elements cannot be eliminated from the project to offset those unforeseen cost increases. This language is included in preparation to ensure compliance with PMs and PTs and the *Anderson MPO Complete Streets Policy*.

5. **Red Flag Investigation:** Per our *Red Flag Investigation Policy* adopted by resolution on August 1, 2013 (see Appendix), all projects submitted for eligibility review or sponsored by an LPA within our MPA are required to have a *Red Flag Investigation Report (RFI)*, per INDOT standards, completed by MPO staff

and provided to the LPA. One of the requirements of the RFI Report is to describe the scope of work being completed. This information is important to understand not only the proposed project alignment and termini, but also the components and standards by which the project will be constructed to ensure that the potential impacts or “Area of Potential Effect” (APE) can be located.

Please Note: Any project awarded by the MPO and accepted by the LPA requires that the RFI Report is provided to any contracted or subcontracted consultant for the purposes of (1) more accurate cost estimation, (2) ongoing design guidance, and (3) required submission as a required attachment to any NEPA Document submitted as part of the *Project Development Process* (PDP) through INDOT. Thus, the LPA’s contracted Design Consultant (PE Phase) may not invoice for an RFI Report as it is completed prior to consultant selection (not federally eligible) and completed by the MPO on behalf of the LPA, which is a cost savings to the LPA. (This caveat is included as one of the terms stated within the MPO Award Letter.)

6. **Project Eligibility Review (PER) Form – Step 2 Submission:** Upon receipt of the RFI Report, the LPA should review the final scope included in the report as developed by MPO staff. If the LPA wishes to move forward for consideration of an MPO Funding Award, the PER Form – Step 2 must be submitted. This form requires more specific information regarding (1) the proposed project timeline, (2) cost estimates by project phase, and (3) projected State Fiscal Year (SFY) of obligation of funds for each phase. Because of the limitations of MPO funds (amount & type of funds available and required year of obligation), this information is critical to overall project success, not to mention potential time and cost savings for the LPA. Thus, the *PER Form – Step 2* requires a *Stamped Engineer’s Estimate* (by phase) to accompany the form as documentation. This requirement further stresses the importance of an accurate, well-thought, all-inclusive estimate that should take into account potential impacts within the APE and any potential stumbling blocks or challenges that will likely be faced during project development and/or construction.

At the onset of this step, the MPO again meets with LPA ERC and other representatives with the engineer designated to complete the *Stamped Engineer’s Estimate*. The intent of this meeting is to ensure that the engineer also understands the extent and details of the Final Project Scope issued by the MPO. This also poses one last opportunity to rectify any questions and make any recommended changes to the Final Project Scope prior to developing the estimate.

Please Note: While it is understood that unknown issues may arise during project development that could not be foreseen, it is the expectation of the MPO that a significant effort should be made to consider all possible impacts to project cost. Only those costs that could not be foreseen with the data gathered prior to project award by the MPO through the RFI Report or by the LPA or its Consultant should be considered for additional MPO Funding Awards.

7. **PER Form – Step 2 Review:** Upon receipt of this form, MPO staff will review for accuracy and completeness. At the most basic level, MPO staff will utilize its Project Prioritization Policy to determine which projects or project types are most important. Specific details are included in this policy, which is included in the appendix of this document. However, the policy generally formalizes the commitment of the Anderson MPO to fund those projects that are incomplete, nearly complete, or require separate phases to ensure completion before committing to provide funds for new projects with the exception of emergencies related to health, safety, and welfare.

Once the *Project Prioritization Policy* has been applied to those projects submitted, MPO staff will review the proposed project and apply scoring criteria, first for the community itself, for (1) its preparedness in future planning through various planning activities and document preparation and adoption, but also (2) a community’s sensitivity to ongoing planning, through updates to those

planning activities and documents. This analysis substantiates the importance of a project, not only to community leaders requesting the MPO funds, but also the existence of community support through planning activities that identify, prioritize, and provide transparency to the public for future infrastructure needs or ongoing improvement or maintenance of that infrastructure. Additional scoring criteria is also applied to the project through *Purpose & Need* in comparison to other projects submitted, meaning projects scoring higher are more important to (1) the goals of the *Metropolitan Transportation Plan* (MTP), (2) any local policies, such as *Complete Streets*, and in the future, PMs and PTs, whether locally defined or adhering to the minimum standards and policies developed at FHWA and FTA, and/or INDOT, whichever is more stringent.

8. **MPO Funding Award Letter** – Once all steps have been completed, MPO staff will develop award letters that outline the amounts, funding types, funding obligation year required for each phase included in the award. For more complicated projects where obligation of funds for future phases is questionable or potentially challenging because of environmental impacts or other stumbling blocks, the MPO may only include one phase per award letter. This provides the MPO and the LPA the maximum flexibility to address and manage those impacts and obstacles without a potential loss of funds because of project delays.

After determined eligible through the *Project Eligibility Review Process*, proposed projects are eligible through the and prioritized by the MPO Policy Board before final decisions on the funding award and project programming. Below is a detailed description of project categories outlined in our revised *Project Prioritization Policy* adopted October 2, 2014. For further clarification, a *Project Prioritization Matrix* has been provided in the Appendix of this document to accompany the descriptive category list found below.

#### **Emergency Projects**

1. **1st Priority - Emergency Projects** - Funds required for the completion of the **Construction Phase** (CN) of an *Eligible Capital Improvement Project* that poses an *Immediate Threat* to the health, safety, and welfare of residents, property owners, or businesses within the Anderson Metropolitan Planning Area (MPA).

#### **Awarded Multi-Segment Projects**

2. **2nd Priority - Multi-Segment Projects Currently Under Construction** - Additional funds required for the completion of the **Construction Phase** (CN) of a *Previously-Awarded Segment* of an eligible, **Multi-Segment** *Capital Improvement Project* currently under construction.
3. **3rd Priority - Multi-Segment Projects Previously Under Construction** - Additional funds required for the completion of the **Construction Phase** (CN) of a *Previously-Awarded Segment* of an eligible, **Multi-Segment** *Capital Improvement Project* that had been previously under construction but postponed for environmental, permitting, railroad, right-of-way, or other issues outside the control of the LPA or other awarded entity.
4. **4th Priority - Obligated Multi-Segment Projects** - Additional funds required for the completion of the **Construction Phase** (CN) of a *Previously-Awarded Segment* of an eligible, **Multi-Segment** *Capital Improvement Project* with funds previously obligated and **not Let for Construction** for one or all of the following phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases.



### **Awarded Single-Segment Projects**

5. 5th Priority - Single-Segment Projects Currently Under Construction - Additional funds required for the completion of the **Construction Phase** (CN) of a *Previously-Awarded*, eligible, **Single-Segment Capital Improvement Project** currently under construction.
6. 6th Priority - Single-Segment Projects Previously Under Construction - Additional funds required for the completion of the **Construction Phase** (CN) of a previously-awarded, eligible, **Single-Segment Capital Improvement Project** previously under construction but postponed for environmental, permitting, railroad, right-of-way, or other issues outside the control of the LPA or other awarded entity.
7. 7th Priority - Obligated Single-Segment Projects - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a previously-awarded, eligible, **Single-Segment Capital Improvement Project** with funds previously obligated for one or all of the following phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases.

### **Listed in MTP**

8. 8th Priority - Critical Projects - Funds required for the completion of the **Construction Phase** (CN) of an eligible *Capital Improvement Project* **Necessary** to maintain a minimum *Level of Service* (LOS), compliance with Federal Law, or compliance with all established National, State, and MPO Performance Measures, and **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
9. 9th Priority - Critical Capital Items - Funds required for the completion and/or purchase of an eligible *Capital Item* **Necessary** to maintain a minimum *Level of Service* (LOS), compliance with Federal Law, or compliance with all established National, State, and MPO Performance Measures, and **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
10. 10th Priority - Essential Projects - Funds required for the completion of the **Construction Phase** (CN) of an eligible *Capital Improvement Project* **Necessary** to enhance capacity in the short-term and/or anticipate the replacement of unsatisfactory facilities at a higher *Level of Service* (LOS) to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
11. 11th Priority - Essential Capital Items - Funds required for the completion and/or purchase of an eligible *Capital Item* **Necessary** for ideal operations or services to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
12. 12th Priority - Desirable Projects - Funds required for the completion of the **Construction Phase** (CN) of an eligible *Capital Improvement Project* **Necessary** for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
13. 13th Priority - Desirable Capital Items - Funds required for the completion and/or purchase of an eligible *Capital Item* **Necessary** for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

## **Not Listed in MTP**

14. 14th Priority - Unplanned Projects - Funds required for the completion of the **Construction Phase** (CN) of an eligible *Capital Improvement Project* **Necessary** for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
15. 15th Priority - Unplanned Capital Items - Funds required for the completion and/or purchase of an eligible *Capital Item* **Necessary** for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
16. 16th Priority - Non-Essential Projects - Funds required for the completion of the **Construction Phase** (CN) of an eligible *Capital Improvement Project* **Not Necessary** for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.
17. 17th Priority - Non-Essential Capital Items - Funds required for the completion and/or purchase of an eligible *Capital Item* **Not Necessary** for ideal operations, yet could be postponed without diminishing the quality or quantity of present services to the public in the near future and also **Not Listed** in the most current *Metropolitan Transportation Plan* (MTP) for the Anderson MPO.

## **DOCUMENT DEVELOPMENT**

The development of the TIP Document is conducted in several steps to determine what needs to be included in the TIP Project List and also in the text of the document itself. INDOT provides a checklist of items that need to be included in the text, but the Code of Federal Legislation (CFR) references also provide a significant amount of information to guide what information needs to be addressed or included in the text of the document.

### **State Project List Review**

Upon receipt of the INDOT Fiscally Constrained Project List, a review is conducted to determine scope of that list. Additionally, the list must be refined to identify those projects that are Statewide, specific to the district, those projects that straddle portions of the MPA, and those projects that are completely included within the MPA. This process takes a significant amount of time and often requires direct coordination with INDOT personnel to determine project scoping or other location related details to determine the project for inclusion. Additionally, during the process, some additional information required for inclusion in the TIP Project List may have been omitted or absent from the initial list. This requires additional correspondence and coordination with INDOT Central Office and INDOT Greenfield District personnel.

### **Draft TIP Development**

Once the INDOT Project List has been reviewed and a final list for inclusion has been determined, those projects can be included in the TIP Project List. Additionally, correspondence with the Urban Transit and Rural Transit systems and INDOT Office of Transit is necessary to determine information for inclusion for the future years of the TIP Project List. Similarly, MPO Quarterly Reports and Current & Active TIP Project List is reviewed to include those projects that overlap in the TIP planning horizons and to determine if future phases of MPO funded projects need to be added to the list.

### **Fiscal Constraint**

Under federal regulations 40 CFR 93.108, the TIP must be fiscally constrained by year and include a financial plan to implement programmed projects. This means that the estimated year of expenditure costs cannot exceed reasonably expected revenues from all sources. Once all projects have been added to the Draft TIP Project List, a tally of programmed funds can be calculated by funding type to ensure and further demonstrate fiscal constraint.

(The Revenue Forecast section of this document provides a summary of expected revenues and programmed year of expenditure projects costs and demonstrates that this TIP is fiscally constrained.)

## **EXTERNAL REVIEW & PUBLIC PARTICIPATION**

As a final step to the Public Participation Process of the 2026-2030 TIP Document, a public comment period is held on the Draft TIP Document to provide an opportunity for public comment.

(A copy of the Public Participation Plan Matrix is included in the appendix of this document identifying the requirements of the Public Participation Plan [PPP] for a new TIP Document. Additionally, a complete copy of the Public Participation Plan [PPP] – Adopted Fall 2015 & Amended Summer 2021 can be found on our website at: [www.heartlandmpo.org/document-archive](http://www.heartlandmpo.org/document-archive).)

## **Air Quality-Transportation Conformity Process**

This comment period gives community members a chance to review the Draft TIP Document, as well as meeting requirements of the Air Quality-Transportation Conformity Process (AQTC) with the Interagency Consultation Group (ICG). During this public comment period, INDOT Office of Planning and INDOT Assistant Director of STIP Administration, FHWA Indiana Division, and FTA Region V an opportunity to review and provide comment as well. The following are the steps and corresponding dates associated with this process:

- ICG Email – Request for Informal Consultation (2-12-25)
- ICG Follow-Up Email – Notice of Change in Public Comment Period (2-18-25)
- ICG Informal Comment Period [7-days] (2-12-25 to 2-18-25)
- Publisher’s Affidavit – Date of Public Hearing Notice (2-22-25)
- Public Comment Period on TIP & Transportation Conformity Report [15-days] (2-22-25 to 3-10-25)
- Public Hearing – Anderson Public Library & MS TEAMS (3-10-25)
- ICG Email – Request for FHWA to begin Formal Consultation [(3-20-25)

(A copy of the USDOT Conformity Determination Letter, as well as copies of the ICG Email Requesting Informal Consultation, ICG Follow-Up Email, Public Hearing Notice, Publisher’s Affidavit, and ICG Email Requesting Formal Consultation are included in the appendix of this document to demonstrate that Transportation Conformity standards have been met.)

## **Public Participation**

This public comment period ends with a formal Public Hearing in which all comments received are documented and resolved in the final document. The following are the steps and corresponding dates associated with this process:

- Publisher’s Affidavit – Date of Public Hearing Notice (2-22-25)
- Public Comment Period on TIP & Transportation Conformity Report [15-days] (2-22-25 to 3-10-25)
- Public Hearing – Anderson Public Library & MS TEAMS (3-10-25)

(A copy of the Public Hearing Notice, Publisher’s Affidavit, Public Hearing Sign-In Sheet, and Public Comments Received are included in the appendix of this document to demonstrate that the requirements of the Public Participation Plan [PPP] have been met.)

## **Final TIP Development**

The final TIP Document text and appendices are updated, and the final TIP Project List is developed. The Final TIP Project List, Document Text, and Appendices are then bundled into a single PDF document.

## **APPROVAL**

Upon finalization of the TIP document, it is presented to the Policy Committee for formal adoption. Once a formal resolution for adoption is passed and signed, the approved TIP Document is posted on the MPO website: [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip). The 2026-2030 TIP Document was presented to the Policy Committee at their regular meeting on March 6, 2025, and adopted by resolution on March 6, 2025 with an “...understanding that changes will be made based on comments received from the public and reviewing agencies”.

(A copy of Resolution 03-2025 is included in the appendix of this document to demonstrate that the requirements of the Public Participation Plan [PPP] have been met.)

## PERFORMANCE-BASED APPROACH

The FAST Act, along with its predecessor, *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal Transportation Funds. These laws require States to invest their resources in projects that achieve individual targets that collectively make progress toward seven (7) key areas, referred to as national goals. Many state DOT's are using some of the performance measures that they have already been tracking for many years to measure how each state's transportation system is operating (i.e., provide a benchmark). Monitoring these performance measures assists DOTs in setting goals, adjusting priorities, allocating resources, and developing policy. These seven (7) national goals are described as follows:

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

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have outlined new transportation planning rules on both the statewide and metropolitan transportation planning processes to reflect the use of a performance-based approach to decision-making in support of these seven (7) national goals. (23 CFR 450.312a-g)

- a) "The MPO, the State, and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed."

(The Anderson MPO demonstrates conformity through the MCCOG-INDOT-CATS MOA executed 6-5-23.)

- b) "The MPO, the State, and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes."

(The Anderson MPO demonstrates compliance through its intent to review and update the agreement during the CATS development of its annual *Transit Asset Management Plan* (TAM).)



- c) “If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#)). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.”

*(The Anderson MPO demonstrates conformity through the Indiana Air Quality Conformity Interagency Consultation Group Guidance document, jointly developed with ICG members, including EPA and IDEM, adopted September 2022.)*

- d) “In nonattainment or maintenance areas, if the MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act ([42 U.S.C. 7504](#)), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality related transportation planning.”

*(The Anderson MPO demonstrates conformity through the Indiana Air Quality Conformity Interagency Consultation Group Guidance document, jointly developed with ICG members, including EPA and IDEM, adopted September 2022.)*

- e) “If more than one MPO has been designated to serve an urbanized area there shall be a written agreement among the MPOs, the State(s), and the public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a nonattainment or maintenance area, the agreement also shall include State and local air quality agencies. The metropolitan transportation planning processes for affected MPOs should, to the maximum extent possible, reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single metropolitan transportation plan and/or TIP for the entire urbanized area may be developed jointly by the MPOs in cooperation with their respective planning partners. Coordination efforts and outcomes shall be documented in subsequent transmittals of the UPWP and other planning products, including the metropolitan transportation plan and TIP, to the State(s), the FHWA, and the FTA.”

*(The Anderson MPO demonstrates conformity through the IMPO-MCCOG-CAMPO MOU executed 9-19-23.)*

- f) “Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, the appropriate MPO(s), and the public transportation operator(s) shall coordinate transportation planning for the entire multistate area. States involved in such multistate transportation planning may: “Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.”

(This is not applicable to the Anderson MPO.)

- g) “If part of an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not designated as a TMA, the adjacent urbanized area shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries, including a portion of the TMA, which clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds suballocated to the urbanized area over 200,000 population, and project selection).”

(This is not applicable to the Anderson MPO.)

- h) “The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State Asset Management Plan for the *National Highway System* (NHS).”

(The INDOT, MPO, & RPO Planning Cooperative Procedures Manual was finalized November 4, 2020. The Anderson MPO demonstrates conformity through the MCCOG-INDOT-CATS MOA executed 6-5-23.)

### **Performance Measures**

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

For projects using Federal funding, such as *National Highway Performance Program* (NHPP), *National Highway Freight Program* (NHFP), and *Surface Transportation Block Grant* (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT’s Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year *State Transportation Improvement Program* (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the *Indiana Transportation Asset Management Plan (TAMP - April 2018)* and results in the elevation of projects that will contribute toward the achievement of INDOT’s targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the *Program Management Group (PMG)* and the *Executive Office for Inclusion* in the Indiana STIP and the MPO TIPs. Projects specifically designed to make progress toward INDOT’s bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT’s TAMP. Projects funded through HSIP are selected by the *Safety Asset Management Team* to make progress toward INDOT’s safety improvement targets, as described in INDOT’s SHSP; projects selected to make progress toward meeting INDOT’s congestion and travel time reliability targets are selected by the *Mobility Asset Management Team*; and projects funded through the CMAQ program are selected by the *Mobility Asset Management Team* to make progress toward

meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

### **Performance Targets**

INDOT has adopted all Performance Targets for each required Performance Measure issued by the FTA and FHWA. These Performance Targets are discussed more specifically later in this document.

- **Safety** - The *Highway Safety Improvement Program* (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP Funding, along with other funding sources, are used to implement safety improvements with the purpose to reduce roadway crashes along with a corresponding reduction in fatalities and serious injuries on all public roads.

The five (5) *Safety Performance Targets* include:

1. Number of fatalities – 817.3
2. Rate of fatalities per 100 million miles traveled – 1.006
3. Number of serious injuries – 3,311.4
4. Rate of serious injuries per 100 million miles traveled – 4.088
5. Number of non-motorist fatalities and serious injuries – 393.6

(The Anderson MPO demonstrates conformity through the adoption of the same Performance Measures and Targets as INDOT for Safety. The resolution adopting this performance measure and target has been included in the Appendix of this document.)

- **Infrastructure Condition** – The *National Highway Performance Program* (NHPP) is a core Federal-Aid highway program that provides support to improve the condition and performance of the NHS and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS. These performance measures for pavement and bridge condition are applicable to both Interstate and Non-Interstate Highways that comprise the National Highway System (NHS), which includes the entire Interstate Highway System, as well as other roads important to the nation's economy, defense, and mobility, including ramps utilized to access that system.

In total, there are four (4) measures that assess pavement condition and two (2) measures that assess bridge condition. These targets include the following:

1. 2021 Percent of Interstate pavements in Good condition – 50.0%
2. 2021 Percent of Interstate pavements in Poor condition – 0.80%
3. 2021 Percent of non-Interstate NHS pavements in Good condition – 40.0%
4. 2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
5. 2021 Percent of NHS bridges by deck area classified in Good condition – 47.2%
6. 2021 Percent of NHS bridges by deck area classified in Poor condition – 3.1%

(The Anderson MPO demonstrates conformity through the adoption of the same Performance Measures and Targets as INDOT for Infrastructure Condition. The resolution adopting this performance measure and target has been included in the Appendix of this document.)

- **System Performance** – The *System Performance Measures* are also applicable to the Interstate and Non-Interstate NHS. These measures address the national goal of *Congestion Reduction* by establishing several measures for on-road mobile source emissions consistent with the *Congestion*

*Mitigation and Air Quality Program (CMAQ)*. Additionally, these performance measures address the national goals of *System Reliability* and *Freight Movement & Economic Vitality*.

In total, there are five (5) measures that assess *Congestion Reduction*, two (2) addressing *System Reliability*, and one (1) measure that addresses *Freight Movement & Economic Vitality*. These targets include the following:

1. 2021 Volatile organic compounds reduction of 2,600 kilograms per day
2. 2021 Carbon Monoxide reduction of 400 kilograms per day
3. 2021 Oxides of nitrogen reduction of 2,200 kilograms per day
4. 2021 Particulate matter less than 10 microns reduction of 0.50 kilograms per day
5. 2021 Particulate matter less than 2.5 microns reduction of 30 kilograms per day
6. 2021 Percent of person miles reliable on Interstate – 92.8%
7. 2021 Percent of person miles reliable on non-Interstate – 89.8%
8. 2021 Truck travel time reliability index – 1.3

(The Anderson MPO demonstrates conformity through the adoption of the same Performance Measures and Targets as INDOT for System Performance. The resolution adopting this performance measure and target has been included in the Appendix of this document.)

At this time, INDOT has not developed any PMs that address *Environmental Sustainability* or a *Reduction in Project Delivery Delays*.

Additionally, while indefinite delay to federal rulemakings for Performance Measures regarding Greenhouse Gases (GHG) have been announced (84 FR 14438), the Anderson MPO supports planning efforts, both statewide and regional, to address the long-term implications of GHGs through the ongoing development and management of the regional transportation network of the MPA. Further support for endeavors related to GHGs are facilitated through the Congestion, Mitigation, and Air Quality (CMAQ) Funds made available to the Anderson MPO and INDOT for projects that support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief.

Additionally, an analysis of those projects anticipated to impact each of these Performance Measures (PMs) and their Performance Targets (PTs) have been provided in the Appendix of this document utilizing the standard “INDOT Work Type” categorization provided by INDOT.

*[Applicable PMs for each project utilizing the standard “INDOT Work Type” categorization provided by INDOT can also be found within the TIP Project List.]*

For additional information on *Performance Based Planning*, please reference the following:

- FHWA Final Rule: [www.fhwa.dot.gov/tpm/rule.cfm](http://www.fhwa.dot.gov/tpm/rule.cfm)
- FTA Final Rule: [www.transit.dot.gov/regulations-and-guidance/transportation-planning/final-rule-statewide-and-nonmetropolitan/](http://www.transit.dot.gov/regulations-and-guidance/transportation-planning/final-rule-statewide-and-nonmetropolitan/)
- Performance Based Planning and Programming Guidebook: [www.fhwa.dot.gov/planning/performance\\_based\\_planning/pbpp\\_guidebook/](http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/)

## AIR QUALITY CONFORMITY

The Metropolitan Planning Area (MPA) for the Anderson MPO falls within two air quality regions, the 9-county *Central Indiana Airshed* and the *Delaware County Airshed* as defined by the Environmental Protection Agency (EPA). Due to this geographic alignment, the Anderson MPO must complete air quality and transportation conformity analysis and findings for both airsheds.

Below is the history and current status of both of these airsheds.

### **Delaware County Airshed**

- On January 3, 2006, the EPA, in 70 FR 69443, published the final rule for the Delaware County-Muncie, Indiana Area establishing a determination of attainment and a re-designation of Delaware County to attainment of the 8-hour ozone standard.
- Delaware County-Muncie, Indiana Area, was defined as an orphan maintenance area in the Southeast Court Decision as the region was a maintenance area for the 1997 Ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 Ozone NAAQS in EPA's original designations for the NAAQS (77 FR 30160, May 21, 2012).
- The transportation conformity regulation in 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. In orphan areas that have one or more MPOs, transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). As no regional emissions analysis is required in orphan areas, there is no requirement to use the latest emissions model (40 CFR 93.111) or use either the emissions budget test or interim emissions test (40 CFR 93.118 and 93.119).

### **Central Indiana Airshed**

- In October 2007, the 9-county central Indiana region (Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby counties) was designated by the Environmental Protection Agency (EPA) as an attainment maintenance area under the 1997 8-hour standard for ozone ([72 FR 59210](#)).
- The transportation conformity regulation in 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. In orphan areas that have one or more MPOs, transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). As no regional emissions analysis is required in orphan areas, there is no requirement to use the latest emissions model (40 CFR 93.111) or use either the emissions budget test or interim emissions test (40 CFR 93.118 and 93.119).
- On April 6, 2015, the Environmental Protection Agency (EPA) revoked the 8-hour Ozone (1997) standard and on June 15, 2005, revoked the 1-hour Ozone (1979) standard. Additionally, effective October 24, 2016, the 1997 Primary Annual PM-2.5 NAQS (level of



15 µg/m<sup>3</sup>) was revoked in attainment and maintenance areas for the National Ambient Air Quality Standards (NAAQS). On November 6, 2017, the EPA issued final designations for the 2015 NAAQS for ozone specifically identifying those counties with one or more monitors attaining the 2015 ozone NAAQS or are contributing to a violation of the 2015 ozone NAAQS or are contributing to a violation of the 2015 ozone NAAQS in another county. In this final ruling, Madison County is included in the classification list as “Attainment/Unclassifiable.”

- On November 29, 2018, EPA issued *Transportation Conformity Guidance* for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how Transportation Conformity (TC) determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012). These areas were redesignated as “Orphan Areas” under the EPA Transportation Conformity Guidance.

## TRANSPORTATION CONFORMITY

The “Criteria and procedures for determining conformity of transportation plans, programs, and projects” is listed in 40 CFR 93.109 and further described in Section 2.4 of EPA’s *Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Area* published by the Environmental Protection Agency (EPA).

As previously, the current status for the 1997 ozone NAAQS for both the Delaware County and Central Indiana Airsheds states that transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. Therefore, no regional emission analysis is required for this conformity determination and thus, no requirement to use the Latest Emissions Model (40 CFR 93.111) nor Emissions Budget (40 CFR 93.118) and/or Interim Emissions Tests (40 CFR 93.119).

Transportation Conformity for the 1997 ozone NAAQS for the 2026-2030 Transportation Improvement Program (TIP) for the Anderson MPA can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 are met.

### 1. **Latest Planning Assumptions** (40 CFR 93.110)

- The use of latest planning assumptions of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.
- Previously, the Anderson MPO had been given guidance that it was no longer necessary to report projects’ air quality conformity because both the Delaware County and Central Indiana Airsheds had been received “Ozone Attainment Maintenance Area” status from the EPA. However, in 2018, a supreme court case (*South Coast Air Quality Management*

*District v. EPA*) reinstated the anti-backsliding rule again requiring the approval of an Air Quality Conformity Report, now identified as a *Transportation Conformity Report*, for each airshed to identify and review the effects of “Non-Exempt” projects on air quality.

- Federal regulations governing air quality conformity require that, for an Ozone Attainment Maintenance Area, certain time periods be analyzed to estimate emissions of relevant pollutants and precursors from mobile sources. For each analysis year modeled, the implementation of planned and programmed capacity enhancement projects is reflected using best planning assumptions.
- Based on Federal EPA regulations ([40 CFR 93.105](#)) and the interagency consultation process, it was agreed to conduct analysis for target years (beginning January 1 each year) for air quality conformity determination for the current 8-hour ozone standard for the Ozone Attainment Maintenance Area (specific information regarding the target years can be found in the *Air-Quality Determination Report* for the 9-county central Indiana Ozone Attainment Maintenance Area). (Based on interim guidance, the document is called the *Transportation Conformity Report*, in which one is completed separately but cooperatively by both the Indianapolis MPO and Anderson MPO although both are referenced in each document.)
- It was also agreed that, in the absence of budgets for the horizon years, the 2050 MTP and any subsequent MTPs must show conformity with the available 2020 attainment budgets. For this update, the MTP is required to demonstrate that implementation of the fiscally constrained projects will attain emissions levels of regulated pollutants and their precursors within the budgets established by IDEM in 2012. The 2020 attainment budget is used for 2020, 2030, 2040, and 2050 forecasts for 8-hour ozone.
- The Indianapolis MPO uses a set of models and a simple output conversion routine to calculate daily ton outputs of 8-hour ozone components VOC (in terms of hydrocarbons) and NO<sub>x</sub> for the period in question. These values are used for 8 of the 9 counties.
- For Madison County, the Indianapolis MPO provides rate tables generated by the **MOVES4 Model** to the Anderson MPO for their use in emissions calculations. This ensures that rate tables, vehicle fleet mix, and underlying Air Quality Post-Processor assumptions are the same for both MPOs.
- The Anderson MPO uses the Indianapolis MPO-generated rate tables, TDM outputs, and the INDOT-developed air quality post processor to estimate Madison County-specific running emissions for VOC and NO<sub>x</sub> for each analysis year. The Indianapolis MPO staff adds the resulting Madison County emissions to those of the other 8 counties to calculate final summary values for running emissions.
- The Indianapolis MPO calculates non-running emissions for all 9 counties, including Madison County. These are based on rates generated by the **MOVES4 Model**. Running and non-running emissions are summarized and are then compared with the appropriate SIP ozone budget for each target year.

- The modeling and analysis with respect to the 8-hour ozone standard designation demonstrates that the updated plan will attain emissions levels of regulated pollutants (VOC and NOx) in future years within the prescribed budgets and hence conforms to federal air quality requirements.

## 2. **Consultation** (40 CFR 93.112)

- The consultation requirements are addressed both for interagency consultation and public consultation.
- Public consultation is conducted consistent with planning rule requirements in 23 CFR 450. Draft copies of this Transportation Improvement Program (TIP) are made available for public review at the Anderson MPO office at 739 Main Street, Anderson, Indiana and electronically at: [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip). A public hearing is also held at the Anderson Public Library located at 111 E. 12<sup>th</sup> Street, Anderson, Indiana or virtually, dependent on current social distancing policies.
- An *Interagency Consultation Group (ICG)* is the entity charged with the review of projects and actions that are planned or programmed to occur within a given airshed. The consultation group includes members from the Indianapolis MPO, Anderson MPO, Muncie MPO, Columbus MPO, INDOT Office of Environmental Services, INDOT Office of Planning, INDOT Office of Engineering, IDEM, FHWA, FTA, and EPA. The consultation group meets quarterly or as needed. Their review and consultation covers both TIP Amendments and new TIP Documents, as well as updates or amendments to Metropolitan Transportation Plans (MTPs) or the adoption of a new Metropolitan Transportation Plans (MTPs). Interagency consultation is initiated via e-mail to provide the designated representatives of the *Interagency Consultation Group (ICG)* with a draft copy of this *Transportation Improvement Program (TIP)* and *Transportation Conformity Report*.

## 3. **Transportation Control Measures** (40 CFR 93.113c)

- Consultation requires that Indiana performs an analysis that shows the air quality improvements are due to permanent and enforceable measures or Transportation Control Measures (TCMs). In addition, significant regional NOx reductions will ensure continued compliance (maintenance) with the standard and that all CAAA requirements necessary for designation as attainment have been met. Furthermore, because this area is subject to significant transport of pollutants, significant regional NOx reductions will ensure continued compliance (maintenance) with the standards with an increasing margin of safety.

(The Anderson MPO demonstrates conformity with these procedures through the update of the Transportation Conformity Document, notification of a public comment period via local newspaper, public hearing held online and in-person at the Anderson Public Library, digital copies of Transportation Conformity Document and 2026-2030 TIP Document on the Anderson MPO website and at the offices of the Anderson MPO, and following the *Interagency Consultation Group* notification and comment procedures as outlined in the *Indiana Air Quality Conformity Interagency Consultation Group Guidance Document*.)

## TIP AMENDMENTS & MODIFICATIONS

While the Transportation Improvement Program (TIP) Document is developed for a five-year period and developed and adopted every two (2) years in tandem with the State Transportation Improvement Program (STIP, also referred to as the INSTIP), additional projects must be added to the TIP Project List as they are awarded or identified by INDOT or the MPO. Additionally, increases in funds caused from increased project cost estimates, changes in project timelines, availability of federal or state funds, contract changes, award of additional funds, or changes in the prioritization of funding allocations can all have an impact upon what is included or already included in the *TIP Project List*.

INDOT Policy refers to any “new” project (not previously listed in the TIP or STIP) as an “Amendment” and any change to an existing project (already listed in TIP and STIP) as a “Modification.” However, the Anderson MPO identifies specific types of changes in its TIP, whether “new” projects or changes which are deemed “significant,” as an “Amendment,” while only minor changes are considered a “Modification.” On June 1, 2023, the Anderson MPO updated its *TIP Amendment & Modification Policy* (see Appendix) to further outline what changes are considered “significant” versus “minor”. The reason for this clarification is that “Amendments” must be presented and adopted by resolution via board approval, while “Modifications” can be approved by the Executive Director. Additionally, the differences between “Amendment” and “Modification” also impacts the Air Quality/Transportation Conformity (AQTC) Process, thus this policy update provided more types of change requests to be considered a “Modification” to better streamline the TIP Amendment-Modification Process.

In addition to these revised clarifications, the MPO has added a 3-day review period to LPA ERCs for review of any Amendments or Modifications that impact their projects. This review period along with other clarifications outlined in the policy further establishes a level of transparency and accountability for MPO staff to its board members for the ebb and flow of funds managed by the MPO.

Per the TIP Amendment & Modification Policy, those items that are considered “Amendments” are as follows:

- Any New Project or New Project Phase not yet amended into the TIP
- Expansion or Redefinition of a Project Scope
- Change in the INDOT Designation Number (Des #)
- Increase in Funding Award
- Additional Funding Award
- Any Redistribution of a Currently Listed Funding Award to a New Project Phase
- Change in Funding Split or Required Local Matching Funds
- Project is Deleted from the TIP
- Change in Funding Year that moves the project from an expiring Transportation bill into a new Transportation Bill

Per the TIP Amendment & Modification Policy, those items that are considered “Modifications” are as follows:

- Reduction in Awarded Funds
- Change in Funding Year within the Current Transportation Bill
- Change in Project Scope that does not result in Added Capacity

- Division or Segmentation of the Alignment of an Existing Project Scope

Per the TIP Amendment & Modification Policy, other changes necessary that are not listed above and that do not specifically require a TIP Amendment or TIP Modification for either an MPO-funded or INDOT-funded State or LPA project can be made, as necessary. Some examples of those items are as follows:

- Minor Change in Project Description
- Grammatical Changes
- Additional Information Added
- Change in Letting Date within same State Fiscal Year (SFY)

It is important to note that the Anderson MPO does not practice the inclusion of “Grouped Projects” and includes projects by each individual INDOT designation number (Des. #).

*(Some temporary exceptions to this rule were made because the Fiscally Constrained List provided by INDOT to initially develop this document did not always list each project by Des. #, but rather by Contract Number and in these cases the only option was to list Des. #'s together on a single line. This will be pursued with INDOT in the future to correct this issue. This issue does not affect Fiscal Constraint.)*

Additionally, a few other considerations must also be made with regard to amendments and modifications, which are also described in the adopted policy. Changes in project estimates do not require a TIP Amendment or TIP Modification unless the change initiates an additional award of funding. A *Change Order* (CO) or an *Advise of Change* (post construction), whether monetary, schedule-related, or scope change may require a TIP Amendment or TIP Modification.

Submission of a TIP Amendment or Modification for any project whether MPO-funded or INDOT-funded must be submitted via a *TIP Amendment-Modification Request Form* as provided by the Anderson MPO at [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip).

TIP Amendments are presented in a TIP Amendment Resolutions presented at the nearly bi-monthly MPO Policy Committee Meeting, which are held in February, March, April, June, August, October, and December. Any TIP Amendment Resolution that must be processed in months when there is no meeting or between meetings as needs arise, the Anderson MPO will prepare an *Emergency TIP Amendment Resolution* that is sent to board members via email for an email vote. This is not to be confused with what INDOT considers an *Emergency STIP Amendment*, which occurs only when there is a required sense of urgency to amend or correct a project within the STIP when there is a contractual issue, threatened loss of funds requires immediate obligation, or some other significant issue.

All TIP Amendments or Modifications processed by an MPO, whether MPO-funded or INDOT-funded, must be submitted to INDOT via the *STIP Amendment-Modification Request Form* as provided by INDOT. These must be submitted monthly to INDOT Central Office – STIP Management Group for final approval by FHWA as well as applicable Project Managers, Program Coordinators, and other INDOT staff to notify them the change that have been submitted and so that they may initiate any subsequent updates to INDOT records. All submissions to INDOT must adhere to the STIP Amendment-Modification Submission Deadlines issued by INDOT otherwise, they must be resubmitted prior to the deadline for the following month. Additionally, a copy of the signed *TIP Amendment Resolution* or *TIP Modification Letter* must be submitted along with the *STIP Amendment-Modification Request Form*.

As part of the revised Air Quality Conformity requirements (discussed previously), *Transportation Conformity (TC)* must now also be reviewed by the *Intergovernmental Consultation Group (ICG)* for any project included in a TIP Amendment. When a TIP Amendment is necessary, projects must be separated into two (2) separate TIP Amendment Resolutions, one including those projects that are proposed “Exempt” from Air Quality Conformity and those that are proposed “Non-Exempt”.

TIP Amendment Resolutions including only proposed “Exempt” projects must provide notice to ICG of the proposed amendment and allow a seven (7) day review period, which if no member opposes the proposed projects as “Exempt”, the TIP Amendment Resolution would then include a notation for each project as “AQC Exempt” and the ending date of the seven (7) day review period, which must be documented by INDOT prior to FMIS Approval by FHWA. At that time, the TIP Amendment Resolution can then be presented to the Policy Committee for adoption.

*[“AQC” (aka AQTC) documentation for each project can also be found within the TIP Project List.]*

TIP Amendment Resolutions including only proposed “Non-Exempt” projects first require the initiation of “Informal Consultation,” which requires notice to ICG of the proposed amendment and allow a seven (7) day review period. If no member opposes the proposed projects as “Non-Exempt,” the MPO must request to begin “Formal Consultation” to FHWA, which requires notice to ICG and allows a fifteen (15) day review period.

Upon completion of this review period, if no additional comments or information is requested from ICG, the TIP Amendment Resolution can then be presented to the MPO Policy Committee for adoption. Upon adoption, the signed MPO TIP Amendment Resolution is sent to FHWA to request to initiate “Formal Consultation.” After this occurs, FTA and EPA must submit concurrence letters to FHWA and once received FHWA will issue a USDOT Conformity Letter, which they also sign on behalf of FTA per their interlocal agreement.

It is important to note, that because all “Non-Exempt” projects can impact the allowable funding allocated by an MPO that could impact air quality within the Metropolitan Planning Area (MPA), the Metropolitan Transportation Plan (MTP) must also be updated to include any project identified as “Non-Exempt” in its “Non-Exempt” project listing and also perform the necessary calculations to prove that the “Non-Exempt” project is within the allowable level of impact to air quality.

Please Note: This “Non-Exempt” AQTC Process is also followed when adopting a New TIP Document, a New MTP Document, or a major change or update to an MTP Document.

## REVENUE FORECAST

Joint regulations governing the development of the Transportation Improvement Program (TIP) require that estimates consider the expected amount of funding available during the program period. All forecasted figures have been provided by state and local publications and based upon the Indiana State Fiscal Year, July 1<sup>st</sup> through June 30<sup>th</sup>.

### Federal Funding Options

The *Federal-Aid Highway Act of 1956* created the *Highway Trust Fund*, which earmarked motor vehicle taxes and user fees as the source of these federally-distributed funds. These funds are used for: (1) Interstates, (2) *Highways of National Significance* (HNS), and (3) other highway-related needs such as bus lanes, transportation enhancements, and safety. The programs funded with the *Highway Trust Fund* are categorical in nature with individual cost share rates, jurisdictional limits, and project emphases.

The *Fixing America's Surface Transportation Act* (FAST Act) continues and/or provides further clarification of content included in the *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21). The FAST Act redefined the criteria and details outlined in MAP-21 for each funding program distributed. The *Indiana Department of Transportation* (INDOT) provides additional details that further refine the funding process by implementing supplemental policies and administrative guidelines to equitably distribute limited resources.

The list below identifies the different ways in which Federal Funds are equitably distributed throughout the State of Indiana for use for transportation and transportation-related purposes:

\*The funds listed below are not eligible for use as the required local match on federally-funded projects.

- State Funds - Annually, the State of Indiana receives an allotment of Federal Funds from the *Federal Highway Administration* (FHWA) to improve state-owned roads, highways, bridges, infrastructure located within these public ways, or other transportation-related infrastructure owned and under the responsibility of the State of Indiana and the FHWA. These funds are released to INDOT and disbursed to each INDOT District, Sub-District, or INDOT Central Office. These funds are utilized for INDOT operations per federal guidelines and responsibilities, applied to prioritized projects every four (4) years as identified in the *Indiana State Transportation Improvement Program* (INSTIP), allocated to emergency projects, and provided for minor projects under the discretion, management, and guidance of each district.
- Transit Funds – These funds are distributed in several ways but are generated from the *Federal Transit Administration* (FTA). Several funding programs are available and are defined by their Section in the Federal Register.
  1. Section 5307 (Urbanized Area Formula Grants) – This program provides grants to Urbanized Areas (UA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Eligible Capital Projects require 20% local matching funds for every dollar of Federal Funds. Similarly, use of

5307 Funds for Operating Expenses require 50% local matching funds. Municipalities with a population greater than 50,000 within an Urbanized Area (UA) receive an Annual Apportionment from FTA published in the Federal Register each February or March. The intent to use these funds must be submitted in the form of a Grant Application in FTA's *Transportation Electronic Award Management (TEAM)* system. Upon review and successful approval, section 5307 recipients may request qualified reimbursement amounts upon payment or expenditure of funds. (*MAP-21 Fact Sheet – Section 5307*)

Eligible projects include the following:

- Capital Projects
- Planning
- Job Access & Reverse Commute (JARC) Projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers
- Operating Costs in areas with fewer than 200,000 in population
- Operating Costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed-guideway excluded)
- Acquisition of Public Transportation Services

2. **Section 5311** (Rural Area Formula Grants) – This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. (*MAP-21 Fact Sheet – Section 5311*) INDOT manages the application process for eligible entities applying for these funds on behalf of each county. In the State of Indiana, the reimbursement of funds is capped at an amount that is relative to the amount of State Funds Received from the *Public Mass Transportation Fund (PMTF)*. Eligible projects include the following:

- Planning
- Capital Projects
- Operating Expenses
- Job Access & Reverse Commute (JARC) Projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers
- Acquisition of Public Transportation Services

3. **Section 5339** (Bus & Bus Facilities) – Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. These funds are distributed to INDOT and must be applied by application. Eligible subrecipients include public agencies and private nonprofit organizations engaged in public transportation, including those providing service open to a segment of the general public, as defined by age, disability, or low income. (*MAP-21 Fact Sheet – Section 5339*)



4. **Section 5309** (Fixed Guideway Capital Investment Grants, aka “New Starts”) – Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. (*MAP-21 Fact Sheet – Section 5309*) Similar to other funding programs, 20% local matching funds are required for every dollar of Federal Funds used. Eligible projects include the following:
- New Fixed-Guideways
  - Extensions to Fixed Guideways
  - Bus Rapid Transit Projects operating in Mixed Traffic that represents a Substantial Investment in the Corridor
  - Projects that Improve Capacity on an Existing Fixed-Guideway System
5. **Section 5310** (Enhanced Mobility of Seniors & Individuals with Disabilities) – This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. These funds are distributed to INDOT and must be applied by application. Eligible subrecipients include local government authorities, private nonprofit organizations, or operators of public transportation that receive a grant indirectly through a recipient. (*MAP-21 Fact Sheet – Section 5310*) Eligible activities may cover both Operating Expenses and/or Capital Projects, however, applicable local matching funds are required for every dollar of Federal Funds used: 20% for Capital Projects and 50% for Operating Expenses.
6. **Section 5337** (State of Good Repair Grants) – While not currently applicable to Madison County because of the lack of eligible public transportation facilities, below is a brief description of this program.

A new formula-based State of Good Repair program is FTA’s first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus system that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. (*MAP-21 Fact Sheet – Section 5337*)

- *Surface Transportation Block Grant Program (STBG, formerly STP)* – The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. [FAST Act § 1109(a)]. STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Additionally, the STBG program not only includes the funds from the former STP program, but also the funds from the Transportation Alternatives (TA) Program, formerly Transportation Enhancement (TE) Program. This funding mechanism is available to all incorporated municipalities with populations greater than 5,000 and may be used by all levels of government on projects located within their respective jurisdictions, whether city, town, or county. The allocation of funds for this funding mechanism is based on population data from the Census 2010. The urban areas of Indiana are divided into four (4) groups:

Group I: Urban Areas > 200,000 (City of Indianapolis)  
 Group II: Urban Areas 200,000 - 50,000  
 Group III: Urban Areas 50,000 - 5,000  
 Group IV: All Counties & Towns with Populations under 5,000

1. **Group I & Group II** – These urban areas each have a designated Metropolitan Planning Organization (MPO) and receive an allotment of these funds for distribution. Those municipalities located within the *Anderson Urbanized Area* may apply for these funds whenever they are made available through an official “Call for Eligible Projects” established by the Anderson MPO and also included in the Metropolitan Transportation Plan (MTP), formerly known as the Long-Range Transportation Plan (LRTP), for the Anderson MPO.
2. **Group III & Group IV** – These urban areas and counties that are not located within a Metropolitan Planning Area (MPA) may apply directly to INDOT for STBG funds. However, projects and subsequent applications of those Group III Urban Areas and Group IV Counties located within a Metropolitan Planning Area (MPA) must be approved by the responsible Metropolitan Planning Organization (MPO). All eligible Group III and Group IV communities will be notified by email of the availability of funds annually. Interested applicants of these funds must now apply online through the Indiana Technical Applications Pathway (ITAP). Upon approval by the Anderson MPO, notice will be sent to INDOT Greenfield District that an application has been submitted and is available for review and consideration. Notice funding awards are provided by email and by formal letter.

## **MPO Funding Options**

The funds allotted to the Anderson MPO for the span of this *Transportation Improvement Program* (TIP) requires the projection of amounts that are likely to be made available. The allocation of federal funds to state Departments of Transportation (DOT’s), and indirectly to MPO’s, are contingent upon Congressional Appropriations associated with a given Transportation Bill. Because of this, the Anderson MPO must project the likely amounts that will be made available for each Funding Program, as described in the previous section.

Funds apportioned to each MPO are derived from several funding mechanisms provided by the FHWA & FTA, but not all funds are made available in the same way.

- Surface Transportation Block Grant Program (STBG) – A significant portion of funding received by each MPO originate from the *Surface Transportation Block Grant Program* (STBG) discussed in the preceding paragraphs.
- Highway Safety Improvement Program (HSIP) – A significant portion of the funding received by each MPO includes funds specifically allocated to improve highway safety. Eligible uses of these funds include “...any strategy, activity, or project on a public road that is consistent with the data-driven *State Strategic Highway Safety Plan* (SHSP) and corrects or improves a hazardous road location or addresses a highway safety problem.” An example list of eligible activities has been provided in MAP-21 (duplicated below), however, HSIP projects are not limited to those on the list.
  1. Intersection Safety Improvements
  2. Pavement & Shoulder Widening
  3. Rumble Strips & Warning Devices (Installation)
  4. Skid-Resistant Surface at Intersections or High Frequency Crash Locations (Installation)
  5. Safety Improvements for Pedestrians, Bicyclists, or Persons with Disabilities
  6. Railway-Highway Grade Crossing Safety Features (Construction & Improvement)
  7. Model Traffic Enforcement Activity at Railway-Highway Crossings
  8. Traffic Calming Features (Construction)
  9. Elimination of Roadside Hazards
  10. Highway Signage and Pavement Markings (Installation, Replacement, or Improvement)
  11. Retroreflectivity Project to Maintain Minimum Levels Addressing a Highway Safety Problem Consistent with the *State Strategic Highway Safety Plan*
  12. Priority Control System for Emergency Vehicles at Signalized Intersections (Installation)
  13. Traffic Control & Warning Devices at High Crash Potential Locations (Installation)
  14. Transportation Safety Planning
  15. Collection, Analysis, and Improvement of Safety Data
  16. Planning Integrated Interoperable Emergency Communications Equipment & Operational Activities, or Traffic Enforcement Activities Related to Work Zone Safety
  17. Guardrails, Barriers, Construction Work Zone Barriers, & Crash Attenuators (Installation)
  18. Structures or Measures Eliminating or Reducing Crashes Involving Vehicles and Wildlife (Installation & Retrofit)
  19. Yellow-Green Signs and Signals at Pedestrian Crossings, Bicycle Crossings, & School Zones (Installation)
  20. Construction & Operational Improvements on High-Risk Rural Roads
  21. Geometric Road Improvements to Improve Safety
  22. Road Safety Audits (RSA)
  23. Roadway Safety Infrastructure Improvements included in ‘Highway Design Handbook for Older Drivers and Pedestrians’ (FHWA-RD-01-103) dated May 2001 or later
  24. Eligible Truck Parking Facilities (MAP-21, Section 1401)
  25. Systematic Safety Improvements

- *Congestion Mitigation & Air Quality (CMAQ)* – These funds are eligible for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available for projects and programs that support the reduction of traffic congestion, improve air quality for areas that do not meet the *National Ambient Air Quality Standards* (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas), and for former nonattainment areas that are now in compliance (maintenance areas). Proposed CMAQ-funded Projects must be reviewed and approved through the process prescribed through an agreement between the MPO Council, INDOT, and FHWA prior to award or use of the funding by an LPA or MPO.
- *Transportation Alternatives Program (TA)* – These funds, now included as part of the STBG Program as described previously, are eligible for programs and projects both “on” and “off” pedestrian and bicycle facilities. More specifically, eligible projects include infrastructure projects to improve non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreation trail program projects, safe routes to school projects, and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- *Carbon Reduction (CR)* – The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
- *PROTECT* - PROTECT funds help make surface transportation more resilient to natural hazards, including flooding, extreme weather events, natural disasters, and other similar impacts through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

As directed by INDOT, each MPO uses existing appropriated amounts for any future years for planning purposes, regardless of whether the actual future appropriated amounts will be an increase or a decrease in any of the given Funding Program categories. Below is a table providing a synopsis of these existing and projected funding allocations for each Funding Program:

Projected Federal Funds							
SFY		2026 (est.)	2027	2028	2029	2030	TOTALS
Projected Annual Allocation (Anderson MPO)		\$ 3,311,000	\$ 3,311,000	\$ 3,311,000	\$ 3,311,000	\$ 3,311,000	\$ 16,555,000
Projected Annual Allocation (INDY MPO Portion)		\$ 408,406	\$ 408,406	\$ 408,406	\$ 408,406	\$ 408,406	\$ 2,042,030
Total Annual Allocation		\$ 3,719,406	\$ 3,719,406	\$ 3,719,406	\$ 3,719,406	\$ 3,719,406	\$ 18,597,030
Total Available Funds Breakdown by Funding Type	STBG	\$ 1,906,594	\$ 1,906,594	\$ 1,906,594	\$ 1,906,594	\$ 1,906,594	\$ 9,532,970
	HSIP	\$ 322,877	\$ 322,877	\$ 322,877	\$ 322,877	\$ 322,877	\$ 1,614,385
	CMAQ	\$ 806,167	\$ 806,167	\$ 806,167	\$ 806,167	\$ 806,167	\$ 4,030,835
	STBG (TA)	\$ 311,658	\$ 311,658	\$ 311,658	\$ 311,658	\$ 311,658	\$ 1,558,290
	Carbon Reduction	\$ 271,928	\$ 271,928	\$ 271,928	\$ 271,928	\$ 271,928	\$ 1,359,640
	PROTECT	\$ 100,182	\$ 100,182	\$ 100,182	\$ 100,182	\$ 100,182	\$ 500,910
	MPO Trades	\$ 600,000	\$ 500,000	\$ -	\$ (600,000)	\$ (800,000)	\$ (300,000)
Total Available Funds		\$ 4,319,406	\$ 4,219,406	\$ 3,719,406	\$ 3,119,406	\$ 2,919,406	\$ 18,297,030
Total Programmed Funds Breakdown by Funding Type	STBG*	\$ 1,178,450	\$ 1,069,017	\$ 393,816	\$ -	\$ -	\$ 2,641,283
	HSIP*	\$ 267,877	\$ 267,877	\$ 261,709	\$ -	\$ -	\$ 797,463
	CMAQ*	\$ 726,167	\$ 726,167	\$ 726,167	\$ -	\$ -	\$ 2,178,501
	STBG (TA)	\$ 311,658	\$ 311,658	\$ 311,658			\$ 934,974
	Carbon Reduction	\$ 271,928	\$ 271,928	\$ 271,928			\$ 815,784
	PROTECT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Programmed		\$ 2,756,080	\$ 2,646,647	\$ 1,965,278	\$ -	\$ -	\$ 16,736,480
Difference (Programmed vs. Available)		\$ 1,563,326	\$ 1,572,759	\$ 1,754,128	\$ 3,119,406	\$ 2,919,406	\$ 10,929,025

\*The Anderson MPO flexes dollars from several funding categories into the annual UPWP budget for planning activities. The projected annual amounts from 2026 through 2030 are as follows: STBG \$1,364,908, HSIP \$55,000, and CMAQ \$80,000. These projected amounts are not included in the TIP Project List and have been removed from the Total Programmed Funds Breakdown by Funding Type in the table above.

## Local Funding Options

Local funding is considered to be all types of funding that are not directly provided by the State of Indiana or by a Federal Agency. The following are those revenue-generating funding mechanisms potentially available to Local Planning Agencies (LPA's) (i.e., municipalities) within the Anderson Metropolitan Planning Area (MPA). Some of these funding mechanisms may only be established by counties, while others may be established by either counties or incorporated cities or towns.

1. Local Road and Street Account (LRS) - This funding mechanism is available to all Indiana municipalities if adopted and established under Indiana Code. Each municipality has the ability to set aside funds in a designated account for the engineering, construction, and reconstruction of roads, streets, or bridges, as well as for the payment of bonds and interest to finance these types of projects.

*The availability of this fund varies for each LPA and eligibility may vary depending on the scope of the project.*

2. Tax Increment Financing (TIF) – This funding mechanism is available to all Indiana municipalities if adopted and established under Indiana Code. TIF funds collected from property owners in the designated TIF District may only be used for improvement projects within the same designated

*Tax Increment Financing District*, whether defined as a *Redevelopment Area* or an *Economic Development Area*. Those TIF District Improvements may include (1) road, interchange, and right-of-way improvements; (2) infrastructure improvements for water, sewer, and stormwater; or (3) physical improvements or alterations of property that enhance the commercial viability of the district, such as pedestrian infrastructure, lighting, or other amenities related to alternative modes of transportation.

Currently, there are TIF Districts located within the Metropolitan Planning Area (MPA) of the Anderson MPO in the following communities:

- Alexandria
- Anderson
- Daleville
- Elwood
- Fortville
- Pendleton

*The availability of this fund varies for each LPA and eligibility may vary depending on the scope of the project.*

3. *Cumulative Bridge Fund* (CUMBR) – This funding mechanism is available to all Indiana Counties if adopted and established under Indiana Code. These funds may only be used for the construction, reconstruction, maintenance, and repair of bridges, bridge approaches, or grade separations.

**Madison County:** This funding mechanism is currently utilized and is generally used for bridge repair costs.

**Delaware County:** This funding mechanism is currently utilized and is generally used for bridge repair costs.

**Hancock County:** This funding mechanism is currently utilized and is generally used for bridge repair costs.

*The reconstruction of bridges is the responsibility and under the jurisdiction of a County Board of Commissioners. The availability of this fund varies for all counties within the State of Indiana and eligibility may vary depending on the scope of the project*

4. *Cumulative Capital Improvement Fund* (CCI) – This funding mechanism is available to all Indiana municipalities and may be used to fund a variety of capital needs of a community as identified in IC 36-9-16-2 & IC 36-9-16-3. More specifically, this fund may be used for the following capital needs related to a transportation project: (1) acquire land or rights-of-way to be used for public ways or sidewalks, (2) construct and maintain public ways or sidewalks, or (3) acquire land or rights-of-way for the construction of sanitary or storm sewers (or both).

**Madison County:** This funding mechanism is available but historically, has been in areas other than transportation-related projects.

**Delaware County:** This funding mechanism is currently not available in Delaware County.

**Hancock County:** This funding mechanism is available only for non-transportation-related projects. Any capital improvements for transportation are included as a budgetary request from the County Highway Department annually.

*The availability of this fund varies for each LPA and eligibility may vary depending on the scope of the project.*

5. **Local Option Income Tax (LOIT)** – This funding mechanism is available to all Indiana municipalities if adopted and established under Indiana Code.

In 2007, the *House Enrolled Act 1478* was adopted. Under this bill, counties were given more flexibility to fund the costs of local government with local income taxes instead of property taxes. The three new options allowed by legislation include:

- **Incremental** - Counties may choose to fund local operating budget increases by adopting a *County Adjusted Gross Income Tax (CAGIT)* rate or an additional County Option Income Tax (COIT) rate instead of increasing property taxes. The rate must be set incrementally for two years and cannot exceed 1%. The local option income tax used for operating funds requires the Department of Local Government Finance to “freeze” property tax levies and fund future levy growth through local option income taxes for operating needs.
- **Replacement** - Counties may choose to implement a CAGIT rate or COIT rate to fund a dollar-for-dollar in exchange for property tax relief up to 1% in increments of .05% across the board by targeting relief for: (1) property tax replacement credits; (2) a uniform increase in the homestead credit percentage in the county; or (3) local property tax replacement credits at a uniform rate for all qualified residential property.
- **Public Safety** - Counties may choose to adopt a local income tax for public safety of up to the lesser of .25% or the local option income tax rate imposed for property tax relief provided that the first two options (incremental and replacement) are adopted.

**Madison County** – A *County Option Income Tax (COIT)* was implemented by the Madison County Council in 1985 and may be made available for transportation-related projects. These funds are distributed by the county to all incorporated communities within Madison County with funding amounts provided by the State. In the past, these funds have been used to fund road paving projects on roads under the jurisdiction of Madison County, but each municipality may choose how those funds are spent.

**Delaware County:** The funding mechanism is currently available to the County and also distributed to all incorporated communities, including the Town of Daleville.

**Hancock County:** A *County Adjusted Gross Income Tax* (CAGIT) is currently utilized but is limited to uses other than transportation-related projects.

*[The availability of this fund varies for each county. These funds vary annually for each participating county, as they are dependent upon the amount of income taxes collected by Madison County.]*

6. **Motor Vehicle Highway Fund** (MVH) – This funding mechanism makes available to Indiana Counties a portion of those funds collected by the State of Indiana through motor vehicle registration fees, licensing fees, gasoline taxes, titling fees, weight taxes, excise taxes, and other special taxes related to motor vehicles, trailers, fuel, owners, or operators. A portion of MVH funds collected are allocated and disbursed directly to each Indiana county and then each county distributes those funds to all incorporated communities within that county with funding amounts provided by the State. MVH funds can cover the cost of labor, materials, and equipment required for the construction, reconstruction, maintenance, and operation of highways, roads, streets, and bridges within the jurisdiction of the applicant. The MVH fund may also be used to finance up to 10% for local law enforcement purposes.

*The availability of this fund varies for each county. These funds vary annually for each participating county, as they are dependent upon the amount of fees and taxes collected by the State of Indiana.*

7. **Food & Beverage Tax** – This funding mechanism is available to some Indiana Counties individually by state statute. However, if the tax is imposed, “...the county fiscal officer shall establish an economic development project fund...” (IC 6-9-26-11) and those funds collected “shall be used solely to: (1) finance, construct, improve, equip, operate, maintain, and promote first, a civic center, and then an economic development project, if there is money not needed for a civic center...” (IC 6-9-26-12). Each participating municipality may utilize these funds as defined above. However, each municipality must follow the method, purpose, process, and use of these funds as defined in Indiana Code for their respective community.

**Madison County** – This funding mechanism became effective in February 1989 and set at a rate of 1%. These funds are limited for an “Economic Development Project” and must “...(A) attract new business enterprises to the county or retain or expand existing business enterprises in the county, (B) benefit the public health and welfare and be of public utility and benefit, (C) protect and increase state and local tax bases or revenues, and (D) result in a substantial increase and permanent employment opportunities and private sector investment within the county.” (IC 6-9-26-12)

**Delaware County**: This funding mechanism became effective in August 2005 and set at a rate of 1%. However, the funds collected may only be used by the Civic Center Authority to “...finance, construct, improve, equip, operate, maintain, and promote the use of a civic center or to renovate, equip, operate, maintain, and promote the use of any existing structure that may be used as a civic center.” (IC 6-9-21-9)

**Hancock County**: This funding mechanism became effective in August 2005 and set at a rate of 1%. Fifty percent (50%) of the revenues received and up to five million dollars



(\$5,000,000) is distributed to the Capital Improvement Board for disbursement. The revenues may be used for any purpose permitted under IC 6-9-3.5-24, including the pledge of County Tax Revenues to the payment of bonds, leases, or other obligations in accordance with IC 5-1-14-4. (Hancock County Ordinance 2005-6B)

8. Local Option Highway User Tax (LOHUT or Wheel Tax) – This funding mechanism is collected at the Indiana Bureau of Motor Vehicle (BMV) locations throughout the state. Funds collected are based upon two components: (1) County Motor Vehicle Excise Surtax, which is a surtax on the vehicle excise tax paid at the time of registration (applies to automobiles, motorcycles, and trucks under 11,000 pounds) and (2) County Wheel Tax, which is a per vehicle tax on those vehicles not subject to the excise surtax (primarily larger and commercial vehicles including buses, recreational vehicles, semitrailers, tractors, trailers, and trucks). (IC 6-3.5-4 & IC 6-3.5-5)

**Madison County** – This funding mechanism was available in Madison County, but was repealed by the Madison County Council in 2012. However, it was reinstated in 2013 for funding disbursements beginning in Fiscal Year 2014.

**Delaware County**: The funding mechanism is currently collected and utilized as a primary funding mechanism for transportation-related projects.

**Hancock County**: The funding mechanism is currently collected and utilized as a primary funding mechanism for transportation-related projects.

9. County Economic Development Income Tax (CEDIT) – This funding mechanism is available to all counties to collect and establish an economic development income tax fund. These funds may be used by a county, city, or town for:
  - (1) economic development projects, for paying, notwithstanding any other law, under a written agreement all or a part of the interest owed by a private developer or user on a loan extended by a financial institution or other lender to the developer or user if the proceeds of the loan are or are to be used to finance an economic development project, for the retirement of bonds under section 14 of this chapter for economic development projects, for leases under section 21 of this chapter, or for leases or bonds entered into or issued prior to the date the economic development income tax was imposed if the purpose of the lease or bonds would have qualified as a purposed under this chapter at the time the lease was entered into or the bonds were issued. (IC 6-3.5-7-13.1)
  - (2) (A) the construction or acquisition of, remedial action with respect to, a capital project for which the unit is empowered to issue general obligation bonds, or establish a fund under any statute listed in IC 6-1.1-18.5-9.8, (B) the retirement of bonds issued under any provision of Indiana law for a capital project, (C) the payment of lease rentals under any statute for a capital project, (D) contract payments to a nonprofit corporation whose primary corporate purpose is to assist government in planning and implementing economic development projects, (E) operating expenses of a governmental entity that plans or implements economic development projects, (F) to the extent not otherwise allow under this chapter, funding substance removal or remedial action in a designated unit, or (G) fund of a revolving fund established under IC 5-1-14-14. (IC 6-3.5-7-13.1)

- (3) any lawful purpose for which money in any of its other funds may be used. (IC 6-3.5-7-13.1)
- (4) making transfers required by IC 36-7.5-4.2. (IC 6-3.5-7-13.1)

**Madison County:** This funding mechanism is currently not available. The CEDIT tax was repealed by the Madison County Council.

**Delaware County:** This funding mechanism is currently used and a portion of these may be used toward transportation improvement projects.

**Hancock County:** This funding mechanism is collected but deposited directly into the Library Property Tax Replacement Fund and can only be used to replace public library property taxes imposed by libraries in Hancock County. (Hancock County Ordinance 2013-6A)

10. **Gaming Revenue Distribution** – This is a distribution of a portion of the gaming proceeds collected by the State of Indiana from all gaming locations, methods, and structures. These proceeds are divided on a per capita basis and distributed to each county monthly. Upon receipt of these funds, the County Auditor’s Office sends each of the municipalities within the county a check for their portion of these funds. The disbursement to each municipality is based upon the population as reported in the 2010 Census.

Each local funding mechanism is eligible as a source of local matching funds required for Federal Highway Administration (FHWA) funding programs. However, only those projects within the jurisdiction of a given municipality (LPA) may apply the revenue from these funding mechanisms designated to the project as local matching funds.

### **Operations & Maintenance Costs**

Most federal funding requires an LPA to provide a portion of the final project cost, typically 20% of the total project. Local revenues were estimated using Indiana Department of Local Government Finance (DLGF) disbursements of MVH and LRS funds to determine estimated available funds. The table below demonstrates the typical amount of funds available for Operations and Maintenance for each LPA for the planning horizon of this document after the programmed local match is spent.

Local Fiscal Constraint			
LPA	Projected Local Revenue	Programmed Local Match	Remaining Available for Operations & Maintenance
Alexandria	\$ 2,121,370	\$ 927,772	\$ 1,193,598
Anderson	\$ 7,160,988	\$ 6,768,750	\$ 392,238
Chesterfield	\$ 1,220,525	\$ -	\$ 1,220,525
Country Club Heights	\$ 22,678	\$ -	\$ 22,678
Daleville	\$ 475,971	\$ -	\$ 475,971
Edgewood	\$ 1,175,089	\$ -	\$ 1,175,089
Elwood	\$ 1,727,199	\$ -	\$ 1,727,199
Fortville	\$ 2,164,272	\$ 423,929	\$ 1,740,343
Frankton	\$ 1,401,681	\$ -	\$ 1,401,681
Ingalls	\$ 899,740	\$ 8,427,865	\$ (7,528,125)
Lapel	\$ 492,595	\$ -	\$ 492,595
Madison County	\$ 10,527,747	\$ 923,056	\$ 9,604,691
Markleville	\$ 347,639	\$ -	\$ 347,639
Orestes	\$ 389,328	\$ -	\$ 389,328
Pendleton	\$ 2,397,619	\$ 1,430,838	\$ 966,781
Summitville	\$ 568,926	\$ -	\$ 568,926
Woodlawn Heights	\$ 34,159	\$ -	\$ 34,159
Delaware County		\$ 157,291	
Hancock County		\$ 79,559	
Henry County		\$ 66,985	
Tipton County		\$ 36,509	

\* The information in the table above includes information based on data gathered in CY 2021 from the DLGF website.

\*\* Total Local Match represented in the table may include anticipated project costs, especially on latter phases, that have not been funded by the MPO at this time. It is important to note that an LPA often uses its Bonding Capabilities to finance anticipated costs of projects and future phases to offset any funding needs not available for award by the MPO or Federal/State funding program that might be available. Therefore, while the local match for programmed projects may exceed or nearly exceed available projected local revenue, other funding options are available to ensure adequate local funds remain available for Operations and Maintenance costs.

## URBAN TRANSIT

The City of Anderson operates the “City of Anderson Transit System” or CATS providing service within the Anderson incorporated boundary. CATS provides seven (7) routes that operate Monday through Friday radiating from a central downtown hub or transit station located in downtown Anderson on Main Street. CATS also provides on-demand paratransit services called *Nifty Lift* with curbside pickup for those individuals who are mobility challenged or have some disability which inhibits their ability to utilize the CATS buses.

Operating Funds for CATS is provided through the 5307 Program that provides annual population-based apportionments through the *Federal Transit Administration* (FTA). Capital Improvements, such as transit vehicles, transit facilities, or technology that enhances planning and operations may also be funded through the 5307 Program, as well as additional funding programs through the FTA. All programs through the FTA require some amount of local match, usually 50% match for operating and 20% match for capital improvements.

CATS coordinates closely with the Anderson MPO to ensure that annual 5307 apportionments are allocated to various projects and operating expenses appropriately. All funds are applied through the FTA online grant application system, Transit Award Management System (TrAMS), but must be included within the TIP and STIP prior to submitting the application.

Urban Transit Funds are included in this document in the project list under Section 6: Anderson Transit Projects. The projects listed represent all projects that have had their local matching funds approved by the Anderson City Council for the current budget year or as a future expenditure gathering funds from multiple funding sources, such as Anderson Community Development Department and the Anderson Redevelopment Commission. Other funds and projects anticipated to be programmed through 2030 will be amended into the TIP Project List as approvals are granted and the Anderson MPO Verification of Local Funding Form is fully executed. Any future year apportionments are projected amounts and based upon the 2025 apportionment amount of \$1,875,000, as provided by the FTA. Other amounts are based upon the current years’ active operating grant application.

Below is a table representing the funds that will fund the CATS service from 2026 through 2030.

City of Anderson Transportation Service (CATS)					
Fund Type	2026	2027	2028	2029	2030
Projected Revenue	\$168,136	\$168,136	\$168,136	\$168,136	\$168,136
FTA (5307)	\$1,875,000	\$1,875,000	\$1,875,000	\$1,875,000	\$1,875,000
State (PMTF)	\$362,594	\$362,594	\$362,594	\$362,594	\$362,594
Local Match	<u>\$1,344,270</u>	<u>\$1,344,270</u>	<u>\$1,344,270</u>	<u>\$1,344,270</u>	<u>\$1,344,270</u>
Totals	<u><b>\$3,750,000</b></u>	<u><b>\$3,750,000</b></u>	<u><b>\$3,750,000</b></u>	<u><b>\$3,750,000</b></u>	<u><b>\$3,750,000</b></u>

## RURAL TRANSIT

The Madison County Board of Commissioners is an eligible recipient for funds distributed through *5311 Funding Program* of the FTA. The funding program is complemented by a State Allocation of funds, *Public Mass Transit Fund* (PMTF) and administered through INDOT. No other urban areas, cities or towns within the Anderson MPA, aside from the City of Anderson, are eligible to receive funds directly from the FTA.

The 5311 Program provides funding for rural transit systems, which in Madison County is known as TRAM or “Transportation for Rural Areas of Madison County”. TRAM provides on-demand curb-to-curb service from any address in Madison (origin) to any destination in Madison County with one exception. Because duplication or overlap of federal funds is prohibited, no location within the City of Anderson (origin) to another location within the City of Anderson (destination) is allowed as those trips are provided by CATS under the 5307 Funding Program.

TRAM operates six (6) medium-duty transit vehicles and contracts the operations of the service to an outside vendor. Currently, Hillcroft, Inc. of Muncie is contracted to maintain operations of the service. The Madison County Commissioners are the funding recipients of the 5311 Funding for Madison County and have charged the Anderson MPO with administration of the service and overseeing annual, quarterly, and monthly reporting, as well as ensuring that federal compliance is maintained for all aspects of the service.

Similar to 5307 Funds for urban transit, 5311 funding for the TRAM service is projected over the planning horizon of the Transportation Improvement Program (TIP) Document using the funding allocations from both the FTA and the State of Indiana, as well as the annual matching funds that are required to expend those awarded funds.

Below is a table representing the funds that will fund the TRAM service from 2026 through 2030.

Transportation for Rural Areas of Madison County (TRAM)					
Fund Type	2026	2027	2028	2029	2030
Projected Revenue	\$13,556	\$13,556	\$13,556	\$13,556	\$13,556
FTA (5311)	\$329,500	\$329,500	\$329,500	\$329,500	\$329,500
State (PMTF)	\$65,205	\$65,205	\$65,205	\$65,205	\$65,205
Local Match	<u>\$264,882</u>	<u>\$264,882</u>	<u>\$264,882</u>	<u>\$264,882</u>	<u>\$264,882</u>
Totals	<u>\$673,143</u>	<u>\$673,143</u>	<u>\$673,143</u>	<u>\$673,143</u>	<u>\$673,143</u>

**PROJECT LIST**

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## TIP Project List

Upon initial adoption of this document, the TIP Project List will be continually updated with Amendments and Modifications per INDOT and MPO policies, as noted previously, until a new TIP Document is approved for a new planning horizon.

The TIP Project List is divided into twelve (12) sections based on the source of funding, type of project, its impact on Air Quality Conformity, or its impact on Fiscal Constraint.

A brief description of these sections is found below:

- **Section 1: MPO-Funded LPA Projects – Non-Exempt from Air Quality Conformity Analysis**
  - This section includes infrastructure projects that have been awarded to an LPA and programmed by the MPO, which add capacity and are considered Non-Exempt from Air Quality Conformity Analysis.
  - This section appears as the first section of the TIP Project List from a specific request of the FHWA.
- **Section 2: Non-MPO-Funded Projects – Non-Exempt from Air Quality Conformity Analysis**
  - This section includes infrastructure projects that have been awarded and programmed by INDOT or FHWA/USDOT via Federal Earmarks, which add capacity and are considered Non-Exempt from Air Quality Conformity Analysis.
  - This section appears as the second section of the TIP Project List from a specific request of the FHWA.
- **Section 3: MPO-Funded LPA Projects – Exempt from Air Quality Conformity Analysis**
  - This section includes Infrastructure Projects that have been awarded to an LPA and programmed by the MPO, which do not add capacity and are considered Exempt from Air Quality Conformity Analysis.
- **Section 4: Non-MPO-Funded LPA Projects - Exempt from Air Quality Conformity Analysis**
  - This section includes Infrastructure Projects that have been awarded to an LPA and programmed by INDOT or by FHWA/USDOT via Federal Earmarks, which do not add capacity and are considered Exempt from Air Quality Conformity Analysis.
- **Section 5: State-Funded INDOT Infrastructure Projects - Exempt from Air Quality Conformity Analysis**
  - This section includes Infrastructure Projects that have been awarded and programmed by INDOT or by FHWA/USDOT via Federal Earmarks, which do not add capacity and are considered Exempt from Air Quality Conformity Analysis.
- **Section 6: State-Funded INDOT Greenfield District Non-Infrastructure Projects – Exempt from Air Quality Conformity Analysis**
  - This section includes Non-Infrastructure Projects that have been awarded and programmed by INDOT delivered by the INDOT Greenfield District, which do not add capacity and are considered Exempt from Air Quality Conformity Analysis.

- **Section 7: State-Funded INDOT Statewide Non-Infrastructure Projects - Exempt from Air Quality Conformity Analysis**
  - This section includes Statewide Non-Infrastructure Projects that have been awarded and programmed by INDOT, which do not add capacity and are considered Exempt from Air Quality Conformity Analysis.
- **Section 8: Anderson Transit Projects (CATS)**
  - This section includes projects that have been programmed with 5307 Funds appropriated annually to the Urban Transit Provider, the City of Anderson Transit System (CATS).
- **Section 9: Madison County Transit Projects (TRAM)**
  - This section includes projects that have been programmed with 5311 Funds awarded or anticipated for award by INDOT to the Rural Transit Program of Madison County, Transportation for Rural Areas of Madison County (TRAM).
- **Section 10: MPO Programmed Projects – Funds Pending – TO BE AMENDED INTO FUTURE TIPS**
  - This section includes projects that have some phases awarded to the LPA and programmed by the MPO but have future phases that will be amended into future TIPS.
  - Each of the line items included in this section are projects with Des. #'s that have at least 1 phase awarded, programmed, and under contract either shown in this TIP or a past TIP.
  - Per the LPA Program Director & LPA Program Managers, all phases of a project (PE, RW, & CN) must be shown within a given TIP.
    - This is not always possible because some project phases (1) have often not yet been awarded and (2) because they would be programmed for years beyond the planning horizon of the TIP.
    - These future phases of projects would not generally appear in the TIP and would not appear in the SPMS Program Tab as TIP Amendments are what prompt those updates for MPO Funded Projects.
    - To address this request, they have been included in this section with TBD (to be determined) for funding years and often, funding amounts, if updated estimates are not known at the time of initial TIP Development.
    - This demonstrates to the LPA Program Director & LPA Program Managers that there is intent by the MPO to award these future phases (1) when they are ready for letting and (2) when the MPO has available funds.
  - It is also possible that depending on success of existing programmed projects, letting dates, available funds, available MPO funding trades, and many other factors that the project phases in this section could be programmed within the 2026-2030 TIP Planning Horizon, but at this time, it is either unlikely or unknown.
  - This section differs from the Illustrative Projects Section as those projects are projects that would be moved up to replace projects not yet under contract for any phase (PE, RW, or CN) and would be new projects that require new Des. #'s.
  - *This section does not affect Fiscal Constraint.*



- **Section 11: INDOT Potential Projects --- FOR ILLUSTRATIVE PURPOSES ONLY**
  - This section includes projects, if known and requested by INDOT for inclusion, to replace programmed projects in the TIP that might be delayed.
  - *This section does not affect Fiscal Constraint.*
- **Section 12: MPO Eligible Non-Funded Potential Projects – FOR ILLUSTRATIVE PURPOSES ONLY**
  - This section includes projects that could be moved up to replace projects programmed by the MPO that might be delayed that are not yet under contract for any phase (PE, RW, or CN) and would be new projects that require new Des. #'s.
  - *This section does not affect Fiscal Constraint.*



Madison County Council of Governments (Anderson MPO)  
FY 2026-2030 Transportation Improvement Program (TIP)  
All Projects Current Through 3-4-23

ID#	PROJECT DETAILS			PROJECT FUNDING					PERFORMANCE MEASURES					AIR QUALITY CONFORMANCE			REFERENCE DOCUMENTS
	County	Location & Description	Fund Source	Project Phase	Estimated Construction Costs	Estimated Non-Federal Funds	Estimated State Funds	Estimated Federal Funds	Estimated Total	Estimated State Funds	Estimated Federal Funds	Estimated State Funds	Estimated Federal Funds	Estimated Total	Estimated State Funds	Estimated Federal Funds	
17	150-040	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
18	150-040	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
19	150-040	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
20	150-040	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
21	150-040	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
22	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
23	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
24	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
25	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
26	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
27	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
28	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
29	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
30	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
31	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
32	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
33	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000
34	200-020	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000	RD 1000

Madison County Council of Governments (Anderson MPO)  
FY 2026-2030 Transportation Improvement Program (TIP)  
All Projects Current Through 3-6-23

PROJECT DETAILS			PROJECT FUNDING										PERFORMANCE MEASURES					MTP PLANNING				ANALYTICAL CONFORMANCE			REFERENCE DOCUMENTS
LINE	PROJECT NUMBER	LOCALITY	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE	LOCALITY NAME	LOCALITY TYPE
35	2201006	Anderson County	Intermodal	Countywide Bridge Replacement Phase 1a	35	2026	PIE	\$	10,000	\$	14,000	\$	48,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
36	2201006	Anderson County	Intermodal	Countywide Bridge Replacement Phase 2	36	2027	PIE	\$	192,000	\$	48,000	\$	244,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
37	2201006	Anderson County	Intermodal	Countywide Bridge Replacement Phase 3a	37	2028	PIE	\$	21,000	\$	6,000	\$	27,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
38	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 1	38	2026	PIE	\$	117,000	\$	28,000	\$	145,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
39	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 2	39	2027	PIE	\$	42,000	\$	11,000	\$	53,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
40	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 3	40	2028	PIE	\$	154,000	\$	38,000	\$	192,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
41	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 4	41	2029	PIE	\$	165,000	\$	41,000	\$	206,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
42	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 5	42	2030	PIE	\$	4,000	\$	1,000	\$	5,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
43	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 6	43	2031	PIE	\$	192,000	\$	48,000	\$	240,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
44	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 7	44	2032	PIE	\$	4,000	\$	1,000	\$	5,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
45	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 8	45	2033	PIE	\$	148,000	\$	36,000	\$	184,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
46	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 9	46	2034	PIE	\$	20,000	\$	5,000	\$	25,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
47	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 10	47	2035	PIE	\$	25,000	\$	6,250	\$	31,250	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
48	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 11	48	2036	PIE	\$	6,125	\$	1,531	\$	7,656	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
49	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 12	49	2037	PIE	\$	1,712,000	\$	425,000	\$	2,137,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
50	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 13	50	2038	PIE	\$	1,712,000	\$	425,000	\$	2,137,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
51	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 14	51	2039	PIE	\$	1,712,000	\$	425,000	\$	2,137,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
52	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 15	52	2040	PIE	\$	1,712,000	\$	425,000	\$	2,137,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)
53	2201010	Anderson County	Intermodal	Countywide Bridge Replacement Phase 16	53	2041	PIE	\$	1,712,000	\$	425,000	\$	2,137,000	\$	5700	None	\$	1,800,000	None	None	2026-2030	PROJECT	2026-2030	USDOT's National Highway Construction Manual	Adopted with 2026-2030 TIP (County TP Amendment)

Madison County Council of Governments (Anderson MPO)  
FY 2026-2030 Transportation Improvement Program (TIP)  
All Projects: Current Through 3-6-25

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All Projects: Current Through 3-6-25

[illegible]

Madison County Council of Governments (Anderson MPO)  
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Project Details		Project Funding				Performance Measures				MTP Planning		Quality Assurance		Reference Documents	
ID	Project Name	Category	Lead Org	Project Phase	Approved Budget (USD)	Actual Budget (USD)	Remaining Budget (USD)	Completion %	Quality Score (1-5)	Compliance Score (1-5)	Project Status	QC Status	QC Comments	Inspection Date	Reference Documents
P1	New IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 1: Planning	2023-01-01	2023-01-01	2023-01-01	0%	4.5	4.5	On Track	Approved	Initial Review	2023-01-01	ABC Corp IT Upgrade Project Charter
					2023-02-01	2023-02-01	2023-02-01	10%	4.5	4.5	On Track	Approved	Initial Review	2023-02-01	ABC Corp IT Upgrade Project Charter
					2023-03-01	2023-03-01	2023-03-01	20%	4.5	4.5	On Track	Approved	Initial Review	2023-03-01	ABC Corp IT Upgrade Project Charter
P2	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 2: Design	2023-03-01	2023-03-01	2023-03-01	30%	4.5	4.5	On Track	Approved	Initial Review	2023-03-01	ABC Corp IT Upgrade Project Charter
P3	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 3: Development	2023-04-01	2023-04-01	2023-04-01	50%	4.5	4.5	On Track	Approved	Initial Review	2023-04-01	ABC Corp IT Upgrade Project Charter
P4	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 4: Testing	2023-05-01	2023-05-01	2023-05-01	70%	4.5	4.5	On Track	Approved	Initial Review	2023-05-01	ABC Corp IT Upgrade Project Charter
P5	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 5: Deployment	2023-06-01	2023-06-01	2023-06-01	90%	4.5	4.5	On Track	Approved	Initial Review	2023-06-01	ABC Corp IT Upgrade Project Charter
P6	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 6: Post-Deployment	2023-07-01	2023-07-01	2023-07-01	100%	4.5	4.5	Completed	Approved	Final Review	2023-07-01	ABC Corp IT Upgrade Project Charter
P7	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 7: Maintenance	2023-08-01	2023-08-01	2023-08-01	100%	4.5	4.5	Completed	Approved	Final Review	2023-08-01	ABC Corp IT Upgrade Project Charter
P8	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 8: Review	2023-09-01	2023-09-01	2023-09-01	100%	4.5	4.5	Completed	Approved	Final Review	2023-09-01	ABC Corp IT Upgrade Project Charter
P9	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 9: Archiving	2023-10-01	2023-10-01	2023-10-01	100%	4.5	4.5	Completed	Approved	Final Review	2023-10-01	ABC Corp IT Upgrade Project Charter
P10	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 10: Final Report	2023-11-01	2023-11-01	2023-11-01	100%	4.5	4.5	Completed	Approved	Final Review	2023-11-01	ABC Corp IT Upgrade Project Charter
P11	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 11: Lessons Learned	2023-12-01	2023-12-01	2023-12-01	100%	4.5	4.5	Completed	Approved	Final Review	2023-12-01	ABC Corp IT Upgrade Project Charter
P12	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 12: Project Closure	2024-01-01	2024-01-01	2024-01-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-01-01	ABC Corp IT Upgrade Project Charter
P13	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 13: Project Closure	2024-02-01	2024-02-01	2024-02-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-02-01	ABC Corp IT Upgrade Project Charter
P14	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 14: Project Closure	2024-03-01	2024-03-01	2024-03-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-03-01	ABC Corp IT Upgrade Project Charter
P15	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 15: Project Closure	2024-04-01	2024-04-01	2024-04-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-04-01	ABC Corp IT Upgrade Project Charter
P16	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 16: Project Closure	2024-05-01	2024-05-01	2024-05-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-05-01	ABC Corp IT Upgrade Project Charter
P17	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 17: Project Closure	2024-06-01	2024-06-01	2024-06-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-06-01	ABC Corp IT Upgrade Project Charter
P18	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 18: Project Closure	2024-07-01	2024-07-01	2024-07-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-07-01	ABC Corp IT Upgrade Project Charter
P19	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 19: Project Closure	2024-08-01	2024-08-01	2024-08-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-08-01	ABC Corp IT Upgrade Project Charter
P20	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 20: Project Closure	2024-09-01	2024-09-01	2024-09-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-09-01	ABC Corp IT Upgrade Project Charter
P21	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 21: Project Closure	2024-10-01	2024-10-01	2024-10-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-10-01	ABC Corp IT Upgrade Project Charter
P22	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 22: Project Closure	2024-11-01	2024-11-01	2024-11-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-11-01	ABC Corp IT Upgrade Project Charter
P23	IT System Upgrade Project	IT Infrastructure	ABC Corp	Phase 23: Project Closure	2024-12-01	2024-12-01	2024-12-01	100%	4.5	4.5	Completed	Approved	Final Review	2024-12-01	ABC Corp IT

Madison County Council of Governments (Anderson MPO)  
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LID	SIS	PROJECT DETAILS				PROJECT FUNDING						PERFORMANCE MEASURES				MIP PLANNING			ANALYTICAL CONFORMITY			REFERENCE DOCUMENTS
		Other Projects (Other's T-19)	Statewide & Statewide	County	Fiscal Year (Current Year)	Project Phase	Estimated Construction Cost (\$)	Estimated Annual Operating Cost (\$)	Estimated Annual Maintenance Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Total Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	Estimated Annual Other Cost (\$)	
109	2002000A 2002000	175 Regional Center Road Corridor	Granddams & Overhead Utility Relocation Statewide & Statewide	Y00001	2026	ON	\$ 86,623,791	\$ 21,143,416	\$ 4,670,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
Subtotal for 2026-2030 TIP Projects: \$ 86,623,791																						
112	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 2,402,000	\$ 600,000	\$ 1,800,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
113	2002000	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 402,000	\$ 100,000	\$ 300,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
114	2002000	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 1,402,000	\$ 350,000	\$ 1,050,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
115	2002000	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 402,000	\$ 100,000	\$ 300,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
116	2002000	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 1,402,000	\$ 350,000	\$ 1,050,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
117	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 1,402,000	\$ 350,000	\$ 1,050,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
118	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	ON	\$ 200,000	\$ 50,000	\$ 150,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
119	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2027	ON	\$ 1,112,272	\$ 278,068	\$ 834,204	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
120	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 100,000	\$ 25,000	\$ 75,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
121	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2027	PE	\$ 100,000	\$ 25,000	\$ 75,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
122	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 100,000	\$ 25,000	\$ 75,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
123	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2027	PE	\$ 80,000	\$ 20,000	\$ 60,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
124	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 80,000	\$ 20,000	\$ 60,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
125	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 402,000	\$ 100,000	\$ 300,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
126	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2027	PE	\$ 100,000	\$ 25,000	\$ 75,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
127	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 262,400	\$ 65,600	\$ 196,800	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
128	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2027	PE	\$ 262,400	\$ 65,600	\$ 196,800	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)
129	2001100	175 Regional Center Road Corridor	Statewide & Statewide	Y00001	2026	PE	\$ 272,000	\$ 68,000	\$ 204,000	\$796	\$12,020,618	\$ 9,537,018										Adopted with 2026-2030 T-19 (County T-19 Amendment)



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FY 2026-2030 Transportation Improvement Program (TIP)  
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PROJECT DETAILS			PROJECT FUNDING										PERFORMANCE MEASURES					MVP PLANNING			AIR QUALITY CONCOMIDITY		REFERENCE DOCUMENTS
ID#	Project Name	Key Project Details (Project ID, Location, Status)	Lead Org	Project Phase	Initial Budget (USD)	Current Budget (USD)	Actual Spend (USD)	Remaining Budget (USD)	Cost Variance (USD)	Actual Spend (USD)	Remaining Budget (USD)	Actual Spend (USD)	Remaining Budget (USD)	Actual Spend (USD)	Remaining Budget (USD)	Actual Spend (USD)	Remaining Budget (USD)	Actual Spend (USD)	Remaining Budget (USD)	Actual Spend (USD)	Remaining Budget (USD)		
130	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	24010006	
131	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	24010007	
132	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	24010008	
133	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	24010009	
134	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	24010010	
135	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	24010011	
136	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	24010012	
137	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	24010013	
138	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	24010014	
139	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	24010015	
140	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	24010016	
141	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	24010017	
142	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	24010018	
143	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	24010019	
144	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	24010020	
145	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	24010021	
146	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	24010022	
147	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	24010023	
148	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	24010024	
149	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	24010025	
150	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	24010026	

**Madison County Council of Governments (Anderson MPO)  
FY 2026-2030 Transportation Improvement Program (TIP)**  
All Projects: Current through 3.4-35

[illegible]

Madison County Council of Governments (Anderson MPO)  
FY 2026-2030 Transportation Improvement Program (TIP)  
All Projects: Current Through 3-6-25

PROJECT DETAILS			PROJECT FINANCING					PERFORMANCE MEASURES					MTP PLANNING		AIR QUALITY CONCERN		REFERENCE DOCUMENTS
UNIT	Project Name	Location Description	County	Lead Org. (City/County/State)	Project Phase	Estimated Cost (\$)	Actual Cost (\$)	Remaining Budget (\$)	Completion %	Quality Score (1-5)	Health Score (1-5)	Environmental Score (1-5)	Community Score (1-5)	Project Status	Next Review Date	Key Concerns / Notes	
100	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
101	ROAD-21-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
110	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
111	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
121	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
131	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
141	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
151	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
161	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
171	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
181	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
191	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
201	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
211	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
221	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
231	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
241	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
251	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
261	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
271	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
281	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
291	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
301	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
311	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
321	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
331	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
341	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
351	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
361	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
371	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
381	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
391	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
401	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
411	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
421	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
431	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
441	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
451	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
461	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
471	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
481	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
491	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
501	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
511	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
521	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
531	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
541	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
551	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
561	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
571	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
581	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
591	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
601	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
611	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
621	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
631	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
641	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
651	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
661	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
671	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
681	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A	CO2/E107	2020-10-20	Minor Traffic Congestion during construction	Annual Report 2020-2021
691	ROAD-20-001	Traffic Congestion	Anderson	Traffic Congestion	Project Planning	1,475,000	1,475,000	3,700,000	F1A.1007	N/A	N/A	\$ 3,700,000	N/A				

Madison County Council of Governments (Anderson MPO)  
FY 2026-2030 Transportation Improvement Program (TIP)  
All Projects: Current Through 3-6-25

[illegible]

Madison County Council of Governments (Anderson MPO)  
FY 2026-2030 Transportation Improvement Program (TIP)  
All Projects: Current Through 3-6-25

Project Details		Project Funding					Performance Measures					MTP Planning		Air Quality Concomancy		Reference Documents
ID#	Project Name	Category	Location	Project Phase	Estimated Cost (\$)	Actual Cost (\$)	Remaining Budget (\$)	Completion %	Quality Score	Health Impact	Environmental Impact	Community Impact	Health Impact	Environmental Impact	Community Impact	
201	Project A: Urban Park Development	Urban Development	City Center	Phase 1: Planning & Design	100,000	100,000	0	100%	95	Low	Medium	High	Low	Medium	High	Project A: Urban Park Development
202	Project B: Water Treatment Plant Upgrade	Water Treatment	Rural Area	Phase 2: Construction	250,000	200,000	50,000	80%	90	High	High	Medium	High	High	Medium	Project B: Water Treatment Plant Upgrade
203	Project C: Road Construction	Infrastructure	Suburban Area	Phase 3: Completion	150,000	150,000	0	100%	92	Medium	Low	Low	Medium	Low	Low	Project C: Road Construction
204	Project D: School Construction	Education	City Center	Phase 1: Planning & Design	80,000	80,000	0	100%	98	Low	Medium	High	Low	Medium	High	Project D: School Construction
205	Project E: Industrial Zone Development	Industrial	City Center	Phase 2: Construction	300,000	250,000	50,000	83%	88	High	High	Medium	High	High	Medium	Project E: Industrial Zone Development
206	Project F: Residential Development	Residential	Suburban Area	Phase 3: Completion	120,000	120,000	0	100%	94	Medium	Low	Low	Medium	Low	Low	Project F: Residential Development
207	Project G: Commercial Development	Commercial	City Center	Phase 1: Planning & Design	180,000	180,000	0	100%	96	Medium	Medium	High	Medium	Medium	High	Project G: Commercial Development
208	Project H: Transportation Infrastructure	Transportation	City Center	Phase 2: Construction	220,000	220,000	0	100%	91	High	High	Medium	High	High	Medium	Project H: Transportation Infrastructure
209	Project I: Healthcare Facility	Healthcare	City Center	Phase 3: Completion	160,000	160,000	0	100%	93	Medium	Medium	High	Medium	Medium	High	Project I: Healthcare Facility
210	Project J: Cultural Center	Cultural	City Center	Phase 1: Planning & Design	90,000	90,000	0	100%	97	Low	Medium	High	Low	Medium	High	Project J: Cultural Center
211	Project K: Sports Complex	Sports	City Center	Phase 2: Construction	200,000	200,000	0	100%	92	Medium	Medium	High	Medium	Medium	High	Project K: Sports Complex
212	Project L: Public Library	Public Library	City Center	Phase 3: Completion	70,000	70,000	0	100%	99	Low	Medium	High	Low	Medium	High	Project L: Public Library
213	Project M: Community Center	Community	City Center	Phase 1: Planning & Design	110,000	110,000	0	100%	95	Low	Medium	High	Low	Medium	High	Project M: Community Center
214	Project N: Senior Center	Senior Center	City Center	Phase 2: Construction	130,000	130,000	0	100%	94	Low	Medium	High	Low	Medium	High	Project N: Senior Center
215	Project O: Youth Center	Youth Center	City Center	Phase 3: Completion	140,000	140,000	0	100%	96	Low	Medium	High	Low	Medium	High	Project O: Youth Center
216	Project P: Art Museum	Art Museum	City Center	Phase 1: Planning & Design	170,000	170,000	0	100%	97	Low	Medium	High	Low	Medium	High	Project P: Art Museum
217	Project Q: Botanical Garden	Botanical Garden	City Center	Phase 2: Construction	190,000	190,000	0	100%	93	Medium	Medium	High	Medium	Medium	High	Project Q: Botanical Garden
218	Project R: Zoological Park	Zoological Park	City Center	Phase 3: Completion	210,000	210,000	0	100%	91	High	High	Medium	High	High	Medium	Project R: Zoological Park
219	Project S: Botanical Garden	Botanical Garden	City Center	Phase 1: Planning & Design	180,000	180,000	0	100%	94	Low	Medium	High	Low	Medium	High	Project S: Botanical Garden
220	Project T: Zoological Park	Zoological Park	City Center	Phase 2: Construction	200,000	200,000	0	100%	92	Medium	Medium	High	Medium	Medium	High	Project T: Zoological Park
221	Project U: Botanical Garden	Botanical Garden	City Center	Phase 3: Completion	190,000	190,000	0	100%	95	Low	Medium	High	Low	Medium	High	Project U: Botanical Garden

**APPENDICES**

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## **RESOLUTION 20-12**

### **RESOLUTION TO APPROVE NEW URBAN AREA BOUNDARY & UPDATED METROPOLITAN PLANNING AREA BOUNDARY FOR ANDERSON, INDIANA**

**WHEREAS**, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

**WHEREAS**, the Madison County Council of Governments is the designated Metropolitan Planning Organization (MPO) to maintain those plans for the Anderson Urban Area and Metropolitan Planning Area (MPA) that includes all of the Anderson/Madison County area and sections of Delaware, Hancock, and Hamilton Counties, and

**WHEREAS**, the current Urbanized Area Boundary was adopted in FY 2006 and the Metropolitan Planning Area was adopted in FY 2010, and

**WHEREAS**, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2035 Transportation Plan and an annually updated Transportation Improvement Program, and

**WHEREAS**, the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 of the Code of Federal Regulations, Part 450.420, as revised on August 10, 2005, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) (Part 450.312), the 1990 Clean Air Act Amendments (CAAA), specifically Section 176 (c), that requires that the transportation conformity rule establish criteria and procedures by which the Federal Highway Administration, the Federal Transit Administration, and metropolitan planning organizations determine the conformity of federally funded or approved highway and transit plans, programs and projects to the State Implementation Plan (SIP) prepared for criteria pollutants; and,

**WHEREAS**, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson Urbanized Metropolitan Planning Area as well as federal policies and priorities, and

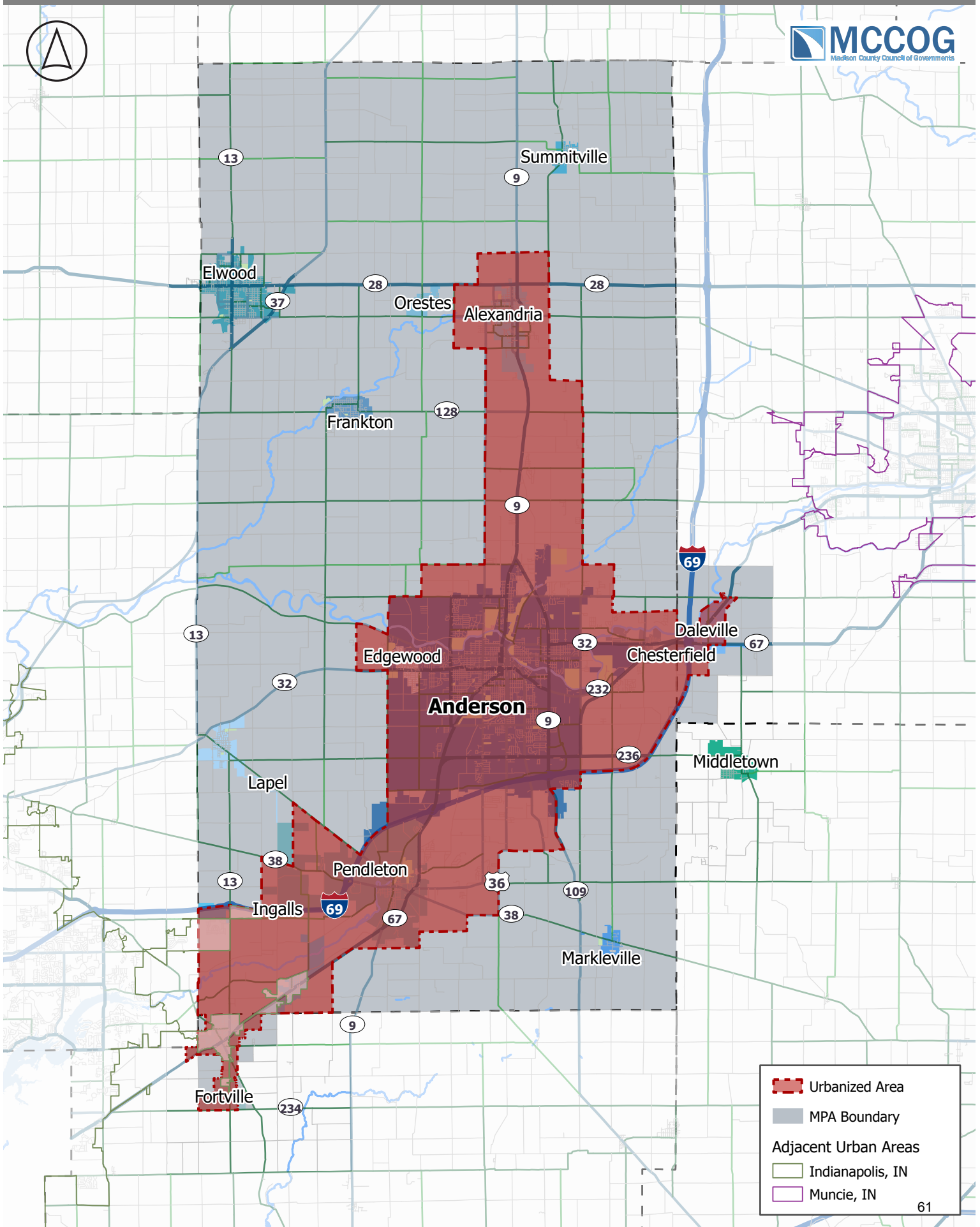
**NOW, THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies that the Urbanized Area and Metropolitan Planning Area Boundaries for Anderson, Indiana, are revised based on the 2010 U.S. Census and mutual agreement with FHWA, INDOT, and the Indianapolis MPO through this resolution. (UAB/MPA Boundary Map is attached).

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 11th day of October, 2012.

  
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President  
Madison County Council of Governments

# Anderson Metropolitan Planning Boundaries

October 11, 2012





## **RESOLUTION 19 - 2015**

### **RESOLUTION ESTABLISHING AN MPO PROJECT ELIGIBILITY REVIEW PROCEDURE FOR TRANSPORTATION-RELATED PROJECTS**

**WHEREAS**, each urbanized area participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must assure that funded transportation projects are included in the local Transportation Improvement Program (TIP), as well as the Indiana State Transportation Improvement Program (INSTIP), and

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor to maintain the Transportation Improvement Program (TIP) for the Anderson/Madison County Metropolitan Planning Area, and

**WHEREAS**, MCCOG has a limited amount of funds that can be designated to qualifying projects within the Anderson/Madison County Metropolitan Planning Area, and

**WHEREAS**, MCCOG understands the importance of adding qualifying projects in a timely manner, yet must be allowed time for thorough review, verify that it is a qualifying project, and confirm there are funds available, as there are a limited amount of funds, and

**WHEREAS**, MCCOG has developed an MPO Project Eligibility Review Procedure for any Federal Aid Application or other transportation-related funding mechanism, prior to submittal to the funding agency. To initiate this review in a timely manner, the LPA ERC shall adhere to the following basic *MPO Project Eligibility Review Process*:

- (1) At such time, when MCCOG makes preparations to update its Metropolitan Transportation Plan (MTP) or, in some cases, its Transportation Improvement Program (TIP) Document, MCCOG staff will request LPA ERC's to submit project ideas, including both needs and wants, to the MPO for review.
- (2) At such time, the LPA shall complete the *Project Eligibility Review Form – Step 1* for each project idea without consideration of funding amount, funding type, nor funding year.
- (3) At such time, the LPA shall gather all completed forms (*Project Eligibility Review Forms – Step 1*) for that LPA, regardless of department, and prioritize those projects, one (1) being the most important project.
- (4) At such time, the LPA ERC and the highest elected official shall sign and date each form and submit them to MCCOG Staff.
- (5) At such time, MCCOG Staff shall review all *Project Eligibility Review Forms – Step 1* to ensure they are complete, that the details of the request are clearly described, and if necessary, request clarification and additional information to be added to the form and resubmitted.
- (6) At such time, MCCOG Staff shall conduct a Red Flag Investigation (RFI) on each submitted project.
- (7) At such time, MCCOG Staff shall provide the LPA ERC a *Red Flag Investigation Report* to be used to complete the *Project Eligibility Review Form – Step 2* for each submitted project.
- (8) At such time, the LPA ERC shall complete the *Project Eligibility Review Form – Step 2* for each submitted project, including the dated signature of the LPA ERC and highest elected official.
- (9) At such time, MCCOG Staff shall review all *Project Eligibility Review Forms – Step 2* to ensure they are complete, that the details of the request are clearly described, and if necessary, request clarification and additional information to be added to the form and resubmitted.

- 10) At such time, MCCOG Staff shall review each project by reviewing applicable project requirements, applying scoring criteria, applying prioritization criteria, and prioritizing all forms submitted to date (past and present) with one (1) being the most important.
- 11) At such time, MCCOG Staff will determine the funding mechanisms available, the projects that will be awarded those funds, and the state fiscal year (SFY) in which those funds must be obligated.
- 12) At such time, when MCCOG Staff has completed the *Eligibility Review Process*, MPO Funding Award Letters will be issued to the appropriate LPA ERC's.

**WHEREAS**, the aforementioned MCCOG Procedure to Review and Approve any Application for Transportation-Related Funding is not followed, the LPA requesting federal aid funds or awarded special funds may not be able to initiate their project because (1) the project does not have the required signatures, (2) does not adhere to required standards to be listed in the TIP, and (3) does not align with the current goals and objectives of the Metropolitan Planning Organization (i.e. MCCOG).

**THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies the aforementioned MPO Project Review Procedure for any Application for Transportation-Related Funding as a Policy and Standard to be adhered by all LPA's and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 10th day of December, 2015.



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President

Madison County Council of Governments

## **RESOLUTION 11 - 2013**

### **RESOLUTION ESTABLISHING A PROCEDURE FOR RED FLAG INVESTIGATIONS ON ALL PROJECTS IDENTIFIED AS ELIGIBLE TO RECEIVE A FUTURE FUNDING AWARD**

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor of Indiana as the Metropolitan Planning Organization (MPO) for the Anderson/Madison County Metropolitan Planning Area to develop a Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) through a performance-driven, outcome-based approach to planning, and

**WHEREAS**, FHWA has required that all MPO's address annual Planning Emphasis Areas (PEA's)\* to implement each MPO's planning program and financial management system as required by the most recent Federal Transportation Bill, and

**WHEREAS**, FHWA has identified Red Flag Investigation (RFI) as a PEA\* that is included as a part of the *Planning and Environmental Linkages Initiative* to help MPO's and the Indiana Department of Transportation (INDOT) consider environmental issues early in the transportation planning process and use information and analysis conducted in planning to assist in the National Environmental Policy Act (NEPA) Process; and

**WHEREAS**, FHWA has identified RFI's as a tool used to screen the project area for potential environmental, constructability, and engineering issues of concern prior to projects entering into the TIP; and

**WHEREAS**, MCCOG is now required to systematically review all proposed projects to ensure: (1) overall project eligibility, (2) that National and State Performance Measures can be met, and (3) that MPO Performance Measures can be met; and

**WHEREAS**, INDOT requires that an RFI must be prepared on every federally-funded project which may involve excavation;

**WHEREAS**, INDOT requires that an RFI must be submitted with the completed Environmental Review Document on every federally-funded project which may involve excavation;

**WHEREAS**, MCCOG will conduct an RFI on all projects submitted by the Employee in Responsible Charge (ERC) of Local Public Agencies (LPA's) for Eligibility Review to receive a future transportation-related funding award from the MPO, INDOT, FTA, FHWA, or other federal or state agency;

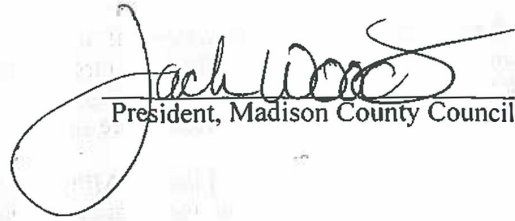
**WHEREAS**, MCCOG has developed the following process for the completion and review of RFI's:

- (1) At such time when a Project Review Request Form is submitted, MCCOG Staff will review the request to determine if the form is detailed and complete, and
- (2) If determined complete, MCCOG Staff will conduct an RFI on the proposed project, and
- (3) Once complete, MCCOG Staff will provide a digital copy via email to the LPA ERC as part of the Project Review Response Packet, and
- (4) If the proposed project has been deemed eligible, the LPA ERC should retain a hard copy of the RFI on file for use, if and when a future funding award is issued, and
- (5) If a future funding award is issued, the LPA ERC should provide a copy of the RFI to the contracted design consultant to submit with their NEPA Documentation.

\* Per Federal Guidance as of FFY 2025, PEA's no longer apply to MPO's.

**THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies the aforementioned Red Flag Investigation Procedure as a Policy and Standard to be adhered by all LPA's and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 1<sup>st</sup> day of August, 2013.

  
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President, Madison County Council of Governments

## **RESOLUTION 14 - 2023**

### **RESOLUTION CHARACTERIZING AMENDMENTS OR MODIFICATIONS AND THE SUBMITTAL PROCESS TO THE TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, each urbanized area participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must assure that funded transportation projects are included in the local Transportation Improvement Program (TIP), as well as the Indiana State Transportation Improvement Program (INSTIP), and

**WHEREAS**, the Madison County Council of Governments (MCCOG) or its successor is the agency designated by the Governor as the Metropolitan Planning Organization (MPO) to maintain the Transportation Improvement Program (TIP) for the Anderson/Madison County Metropolitan Planning Area, and

**WHEREAS**, MCCOG has defined the TIP as the original TIP Document in its entirety and has defined the TIP Project List as the list of projects as included in the original TIP Document that has been amended and modified with changes and corrections identified by the Indiana Department of Transportation (INDOT), FHWA, or the Local Planning Agency (LPA) as processed by MCCOG as an Amendment into the INSTIP, and

**WHEREAS**, MCCOG has defined that TIP Amendments and TIP Modifications are processes by which changes are made to the TIP Project List and subsequently amended into the INSTIP, and

**WHEREAS**, MCCOG has identified that no TIP Amendment or TIP Modification is required when the following occurs: (1) minor change in project description, (2) grammatical changes, (3) additional information added, or (4) change in letting date within same State Fiscal Year, and

#### **TIP AMENDMENTS**

**WHEREAS**, INDOT has defined that a STIP Amendment is the process by which changes are made to the STIP Project List, and

**WHEREAS**, MCCOG has defined that a TIP Amendment must be processed for MPO-funded projects when the following occurs: (1) any new project or new project phase that has not yet been Amended into the TIP, (2) change in project scope that results in added capacity, (3) change in the INDOT Designation Number (Des. #), (4) increase in funding award, (5) additional funding award, (6) any redistribution of a currently listed funding award to new project phases (i.e., PE, RW, CN), (7) change in funding type or funding split and required local matching funds, (8) project is deleted from the TIP, or (9) change in funding year, and

<b>Total Programmed Funding in Approved TIP (MPO-Funded Projects)</b>	<b>Amendment</b>
\$250,000 and above	Requires Amendment



**WHEREAS**, MCCOG has defined that a TIP Amendment must be processed for INDOT-funded State or LPA projects and FTA-funded projects when the following occurs: (1) any new project or new project phase that has not yet been Amended into the TIP, (2) change in the INDOT Designation Number (Des. #), (3) increase in funding award to applicable projects (see table below) previously amended into the TIP, (4) change in funding type, or (5) project is deleted from the TIP, and

Total Programmed Funding in Approved TIP (INDOT-Funded Projects)	Amendment
Up to \$2 million	Greater than 75%
\$2 million plus to \$15 million	Greater than or equal to 50%
\$15 million plus to \$75 million	Greater than or equal to 40%
\$75 million plus and above	Greater than or equal to 30%

### **TIP MODIFICATIONS**

**WHEREAS**, MCCOG has defined that a TIP Modification may be processed when the following occurs: (1) reduction in awarded funds, (2) change in funding year, (3) change in project scope that does not result in added capacity, (4) division or segmentation of the alignment of an existing project scope (phasing), or (5) other change necessary that is not listed above, except those changes specifically identified that require neither a TIP Amendment or TIP Modification for either an MPO-funded or INDOT-funded State or LPA project, and

### **GROUPED PROJECTS**

**WHEREAS**, MCCOG has identified that Grouped Project submitted and funded by INDOT are not permissible to be amended into the TIP and require INDOT to provide individual project descriptions and/or locations, funding amounts, funding types, and project phases for each INDOT Designation Number (Des. #), and

### **PROJECT ESTIMATES**

**WHEREAS**, MCCOG has identified that Changes in Project Estimates do not require a TIP Amendment or TIP Modification unless the change initiates an additional award of funding, which will require a TIP Amendment, and

### **CHANGE ORDERS**

**WHEREAS**, MCCOG has identified that Change Orders (CO) to projects under construction, whether (1) monetary, (2) schedule, or (3) scope change; may require a TIP Amendment or TIP Modification, and

### **SUBMITTAL PROCESS**

**WHEREAS**, MCCOG has developed a TIP Amendment-Modification Request Form to ensure that any change being requested includes all applicable information that clearly identifies the existing and proposed change(s) being requested, and

**WHEREAS**, MCCOG requires that all entities, whether LPA, INDOT, or Transit Agency must submit a complete form before any change to the TIP can be considered, and

**WHEREAS**, MCCOG has developed the following process for intermittent changes and corrections to the TIP Project List:

- (1) At such time when a TIP addition, change, or correction is requested, MCCOG staff will review the request to determine whether a TIP Amendment or TIP Modification is necessary, and
- (2) If request must be included as a TIP Amendment:
  - a) MCCOG Staff will develop a TIP Amendment Resolution and add to the agenda for the next regularly scheduled Anderson MPO Policy Committee meeting held bi-monthly, and
  - b) MCCOG Staff will present the TIP Amendment Resolution and call for individual votes from the Anderson MPO Policy Committee, and
  - c) If passed with a majority vote, the Resolution must be signed by the president or vice president of the Anderson MPO Policy Committee, and
  - d) MCCOG Staff will complete a STIP Amendment Request Form in preparation for the next available submission date (set date once per month), and
  - e) Upon receipt of a STIP Amendment Confirmation Document, MCCOG Staff will update the TIP Project List and update the digital copy on the MCCOG website.
- (3) If request must be included as a TIP Modification:
  - a) MCCOG Staff will develop a TIP Modification Letter and present to the MPO Director for review and signature, and
  - b) MCCOG Staff will complete a STIP Modification Request Form in preparation for the next available submission date offered (set date once per month), and
  - c) Upon receipt of a STIP Modification Confirmation Document, MCCOG Staff will update the TIP Project List and update the digital copy on the MCCOG website, and
  - d) At the next regularly scheduled Policy Committee, MCCOG Staff will provide a copy of the TIP Modification Letter.

### **EMERGENCY AMENDMENTS & MODIFICATIONS**

**WHEREAS**, MCCOG has identified that there are specific instances where an Emergency TIP Amendment or TIP Modification may be requested by either the MPO, an LPA, INDOT District, or INDOT Central Office, and

**WHEREAS**, MCCOG has identified the following criteria that may initiate an Emergency TIP Amendment or an Emergency TIP Modification: (1) without a change in the TIP, no further construction can occur on a project, (2) without a correction in the TIP, no contracts can be formally executed, or (3) special circumstances on additional funding made available to INDOT, the State, another State Agency, the MPO, or the LPA and recommended by MCCOG Staff, and

**WHEREAS**, MCCOG has identified that while an Emergency TIP Amendment or an Emergency TIP Modification may be requested by the MPO, it is not the decision of the MPO, but rather INDOT Central Office, as any Amendment or Modification processed by an MPO is not fully executed until it has been amended into the INSTIP, and

### **LPA REVIEW**

**WHEREAS**, MCCOG will provide opportunity to any LPA with either an MPO-Awarded or INDOT-Awarded Project that requires a TIP Amendment or TIP Modification a maximum of three (3) business days for review prior to submitting for adoption or signature and final submission to INDOT for a STIP Amendment or STIP Modification, and

**THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies the aforementioned TIP Amendment-TIP Modification Process as a Policy and Standard to be adhered by all LPA's and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 1st day of June 2023.

A handwritten signature in cursive script, reading "Rebecca Crummett", is written over a solid horizontal line.

President  
Madison County Council of Governments



**RESOLUTION 13 - 2014**

**RESOLUTION ESTABLISHING  
CATEGORICAL PRIORITIZATION OF PROJECTS  
SEEKING FUNDING FROM THE ANDERSON MPO**

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor of Indiana as the Metropolitan Planning Organization (MPO) for the Anderson/Madison County Metropolitan Planning Area to develop a Long-Range Transportation Plan (LRTP), or Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP) through a performance-driven, outcome-based approach to planning, and

**WHEREAS**, MCCOG has a limited amount of funds that can be designated to qualifying projects within the Anderson/Madison County Metropolitan Planning Area, and

**WHEREAS**, MCCOG understands the importance of adding qualifying projects in a timely manner, yet must be allowed time for thorough review, verify that it is a qualifying project, and confirm there are funds available, as there are a limited amount of funds, and

**WHEREAS**, MCCOG has established a policy for the distribution of those funds allotted to the MCCOG (MPO) from Federal Highway Administration (FHWA) through the Indiana Department of Transportation (INDOT) to an eligible entity guided by the following the basic principles:

**WHEREAS**, the attached Policy is intended to prioritize the award of Federal Funds from the MCCOG (MPO) to any Eligible Capital Improvement Project or Eligible Capital Item formally requested by an LPA or other eligible entity, and

**WHEREAS**, the attached MCCOG Policy is also contingent upon compliance with the Policies, Procedures, and Standards set forth by the FHWA, FTA, and/or INDOT, and

**WHEREAS**, the attached MCCOG Policy is also contingent upon compliance with all Policies, Procedures, and Standards of the MPO, and

**WHEREAS**, the attached MCCOG Policy specifically prohibits the award of MPO Funds to any Changes in Project Scope where said Change in Project Scope would Increase the Cost of the Construction Phase by more than 10% without prior approval of the MPO, and

**WHEREAS**, the attached MCCOG Policy will be followed without exception, unless formal request is presented by a written *Letter of Request* to the MCCOG staff and reviewed and formally approved by the MPO Policy Board.

**THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies the aforementioned Policy to Establish Categorical Prioritization of Projects Seeking Funding from the MCCOG is hereby endorsed and approved.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 2nd day of October, 2014.

  
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President  
Madison County Council of Governments

### **Emergency Projects**

- **1st Priority - Emergency Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project that poses an Immediate Threat to the Health, Safety, and Welfare of Residents, Property Owners, or Businesses within the Metropolitan Planning Area (MPA)

### **Awarded Multi-Segment Projects**

- **2nd Priority - Multi-Segment Projects Currently Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded Segment of an Eligible, **Multi-Segment** Capital Improvement Project Currently under Construction
- **3rd Priority - Multi-Segment Projects Previously Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded Segment of an Eligible, **Multi-Segment** Capital Improvement Project that had been previously under Construction but Postponed for Environmental, Permitting, Railroad, Right-of-Way, or Other Issues outside of the control of the LPA or other Awarded Entity
- **4th Priority - Obligated Multi-Segment Projects** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded Segment of an Eligible, **Multi-Segment** Capital Improvement Project with Funds Previously Obligated and **not Let for Construction** for one or all of the following Phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases

### **Awarded Single-Segment Projects**

- **5th Priority - Single-Segment Projects Currently Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously-Awarded, Eligible, **Single-Segment** Capital Improvement Project Currently under Construction
- **6th Priority - Single-Segment Projects Previously Under Construction** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously Awarded Eligible, **Single-Segment** Capital Improvement Project previously under Construction but Postponed for Environmental, Permitting, Railroad, or Right-of-Way, or Other Issues outside of the control of the LPA or other Awarded Entity
- **7th Priority - Obligated Single-Segment Projects** - Additional Funds Required for the Completion of the **Construction Phase** (CN) of a Previously Awarded Eligible, **Single-Segment** Capital Improvement Project with Funds Previously Obligated for one or all of the following Phases: Preliminary Engineering (PE), Right-of-Way (RW) Acquisition, or Construction (CN) Phases

### **Listed in LRTP/MTP**

- **8th Priority - Critical Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project **Necessary** to Maintain a Minimum Level of Service (LOS), Compliance with Federal Law, or Compliance with all established National, State, and MPO Performance Measures **and Listed** in the most current *Long-Range Transportation Plan* (LRTP), now called the Metropolitan Transportation Plan (MTP), for the MPO
- **9th Priority - Critical Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item **Necessary** to Maintain a Minimum Level of Service (LOS), Compliance with

Federal Law, or Compliance with all established National, State, and MPO Performance Measures **and Listed** in the most current LRTP, or MTP, for the MPA

- **10th Priority - Essential Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project **Necessary** to Enhance Capacity in the Short-Term and/or Anticipate the Replacement of Unsatisfactory Facilities at a Higher Level of Service (LOS) to the Public in the Near Future **and Listed** in the most current LRTP, or MTP,) for the MPO
- **11th Priority - Essential Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item **Necessary** for Ideal Operations or Services to the Public in the Near Future **and Listed** in the most current LRTP, or MTP for the MPO
- **12th Priority - Desirable Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project **Necessary** for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Listed** in the most current LRTP, or MTP, for the MPO
- **13th Priority - Desirable Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item **Necessary** for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Listed** in the most current LRTP, or MTP, for the MPO

#### **Not Listed in LRTP/MTP**

- **14th Priority - Unplanned Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project **Necessary** for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO
- **15th Priority - Unplanned Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item **Necessary** for Ideal Operations, yet could be Postponed without Diminishing the Quality or Quantity of Present Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO
- **16th Priority - Non-Essential Projects** - Funds Required for the Completion of the **Construction Phase** (CN) of an Eligible Capital Improvement Project **Not Necessary** for Ideal Operations to Ideal Operations or Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO
- **17th Priority - Non-Essential Capital Items** - Funds Required for the Completion and/or Purchase of an Eligible Capital Item **Not Necessary** to Ideal Operations or Services to the Public in the Near Future **and Not Listed** in the most current LRTP, or MTP, for the MPO

# Anderson MPO

## Funding Priority Matrix

	Priorities	Listed in L RTP	Additional Funds	Not Awarded	Project Phasing		Project Status			Level of Need				Project Type	
					Multi-Segment	Single-Segment	Obligated	Partially Constructed	Delayed	Minimum Compliance with LOS, Law, & Performance Measures	Enhance Capacity and/or Higher LOS	Necessary for Ideal Operations	Could be Postponed	Capital Improvement Project	Capital Item
Multi-Segment	1st	Emergency Projects	Either		Either	Either	Either	Either	Either	Either	Either	Either		Either	Either
	2nd	Multi-Segment Projects Currently Under Construction													
	3rd	Multi-Segment Projects Previously Under Construction													
	4th	Obligated Multi-Segment Projects													
Single-Segment	5th	Single-Segment Projects Currently Under Construction													
	6th	Single-Segment Projects Previously Under Construction													
	7th	Obligated Single-Segment Projects													
Listed in L RTP	8th	Critical Projects			Either	Either									
	9th	Critical Capital Items													
	10th	Essential Project			Either	Either									
	11th	Essential Capital Items													
	12th	Desirable Projects			Either	Either									
	13th	Desirable Capital Items													
Not Listed in L RTP	14th	Unplanned Projects			Either	Either									
	15th	Unplanned Capital Items													
	16th	Non-Essential Projects			Either	Either									
	17th	Non-Essential Capital Items													

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

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

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

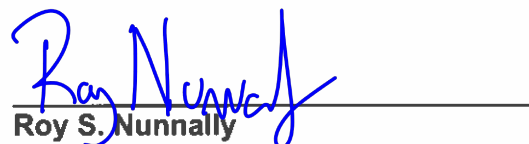
**Madison County Council of  
Governments MPO**

  
Jerrold L. Bridges

**Executive Director**  
**Title**

2/6/2025  
**Date**

**Indiana Department of Transportation**

  
Roy S. Nunnally

**Director, INDOT**  
**Technical Planning & Programming**  
**Title**

2/10/2025  
**Date**

**Resolution 03 - 2024**

**ENDORSEMENT OF FY 2025 SELF-CERTIFICATION PROCESS**

**WHEREAS**, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

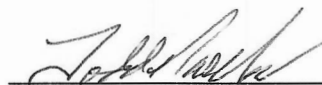
**WHEREAS**, the Madison County Council of Governments (or its Successor – Heartland MPO: A Council of Governments) is the agency designated by the Governor to maintain those plans for the Anderson/Madison County Urbanized Area, and

**WHEREAS**, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2050 Transportation Plan Update adopted in 2022, the Year 2022-2026 Transportation Improvement Plan (TIP) adopted in 2021, and an annually prepared Transportation Planning Self-Certification Statement, and

**WHEREAS**, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson/Madison County Urbanized Area and federal policies and priorities.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 of the Code of Federal Regulations, Part 450.420, as revised on December 4, 2016, the Fixing America's Surface Transportation Act (FAST Act), or amended by the Infrastructure Investment and Jobs Act (IIJA), the 1990 Clean Air Act Amendments, and that the Transportation Planning Process Self-Certification for FY 2025 is hereby endorsed and approved.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this **1st** day of **February** 2024.



\_\_\_\_\_  
President  
Madison County Council of Governments  
(Heartland MPO: A Council of Governments)



**Resolution 07-2022**

**ADOPTION OF THE  
2050 InMOTION  
METROPOLITAN TRANSPORTATION PLAN &  
AQ/TRANSPORTATION CONFORMITY**

**WHEREAS,** each urbanized area with a population of 50,000 or more must designate a metropolitan planning organization (MPO) to carry out the transportation planning processes required for participating in the programs of the Federal Highway Administration and the Federal Transit Administration; and

**WHEREAS,** the Governor has designated the Madison County Council of Governments (MCCOG) as the MPO for the Anderson Metropolitan Planning Area encompassing all of Madison County, Indiana, certain areas around Daleville, Indiana in Delaware County, and certain areas around Fortville, Indiana in Hancock County; and

**WHEREAS,** the MCCOG must ensure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated; and

**WHEREAS,** the MCCOG staff has prepared a new metropolitan transportation plan (MTP) through the 2050 inMotion process; and

**WHEREAS,** the MCCOG staff has worked with stakeholders—local, state, and federal—and the public has had the opportunity to review and comment on the 2050 inMotion MTP through public meetings and document review as part of the planning process; and

**WHEREAS,** the MCCOG staff consulted with the Interagency Consultation Group and MCCOG anticipates, subsequent to Policy Committee approval, the USDOT (FHWA) will find that the proposed 2050 inMotion MTP and 2020-2023 TIP meets transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93; and

**WHEREAS,** after a full review of the 2050 inMotion MTP, MCCOG finds that both the document and process meet the requirements of the Fixing America's Surface Transportation (FAST)

Act, or amended by the Infrastructure Investment and Jobs Act (IIJA); and

**WHEREAS,** after a full review of the 2050 inMotion MTP, MCCOG finds that both the document and process meet the requirements of the Clean Air Act (CAA); and

**WHEREAS,** the 2050 inMotion MTP has at least a 20-year planning horizon (23 CFR Part 450.306) and is fiscally constrained pursuant to 23 CFR Part 450.326;

**NOW, THEREFORE, BE IT RESOLVED** that the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 CFR Part 450, as revised on December 4, 2015, by the Fixing America's Surface Transportation (FAST) Act and approves the 2050 inMotion Metropolitan Transportation Plan, or amended by the Infrastructure Investment and Jobs Act (IIJA).

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 3<sup>rd</sup> day of March 2022.

  
\_\_\_\_\_  
President  
Madison County Council of Governments



**Resolution 20-A - 2022**

**ADOPTION TO SUPPORT THE 2022 SAFETY PERFORMANCE MEASURE TARGETS  
FOR THE STATE OF INDIANA**

**WHEREAS**, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the Metropolitan Planning Organization (MPO) responsible for planning an efficient transportation system in the Anderson Metropolitan Planning Area (MPA) and for the appropriate use of federal transportation funds in that area, and

**WHEREAS**, Congress passed the Infrastructure Investment and Jobs Act (IIJA) that mandates the establishment of a performance and outcome-based program for transportation decisions; and

**WHEREAS**, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

**WHEREAS**, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set Safety Performance Measure Targets, which apply to all public roads, for the MPA; including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

**WHEREAS**, MPOs have 180 days following the establishment and reporting of the State targets in the HSIP Annual Report to make a decision regarding whether to support each state's targets or to establish their own; and

**WHEREAS**, the Indiana Department of Transportation (INDOT) formally reported their Safety Performance Measure Targets to the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA); and

**WHEREAS**, the Safety Performance Measure Targets adopted by the State are depicted in this resolution.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby approves that MCCOG will support each of the State's Safety Performance Targets for each of the above-mentioned measures for the 2023 reporting period.

**Safety Target Performance Measures**

The 2023 safety targets based on five-year rolling averages are:

Number of fatalities – 894.2

Rate of fatalities per 100 million miles traveled – 1.088

Number of serious injuries – 3,348.1

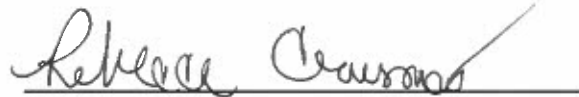
Rate of serious injuries per 100 million miles traveled – 4.068

Number of non-motorist fatalities and serious injuries – 399.6

**Resolution 20-A - 2022**

MCCOG agrees to plan and program projects so that they contribute toward the accomplishment of the State's Safety Performance Measure Targets. MCCOG will support the safety targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and Transportation Improvement Program.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 8th day of December 2022.

A handwritten signature in dark ink, appearing to read "Rebecca Carson", is written over a horizontal line.

President  
Madison County Council of Governments

**Resolution 20-B - 2022**

**A RESOLUTION APPROVING THE SUPPORT AND ADOPTION  
OF BRIDGE AND PAVEMENT PERFORMANCE MEASURE TARGETS SET BY  
THE STATE OF INDIANA**

**WHEREAS**, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the Metropolitan Planning Organization (MPO) responsible for planning an efficient transportation system in the Anderson Metropolitan Planning Area (MPA) and for the appropriate use of federal transportation funds in that area, and

**WHEREAS**, Congress passed the Infrastructure Investment and Jobs Acts (IIJA) that mandates the establishment of a performance and outcome-based program for transportation decisions; and

**WHEREAS**, a national goal has been established to achieve various performance measure targets on all public roads; and

**WHEREAS**, the Indiana Department of Transportation (INDOT) formally reported its Performance Measure Targets to the Federal Highway Administration (FHWA); and

**WHEREAS**, MPOs have 180 days following the establishment and reporting of the State targets to make a decision regarding whether to support each of the state's targets or to establish their own; and

**WHEREAS**, the State of Indiana, through the Indiana Department of Transportation (INDOT), has adopted Updated Bridge and Pavement Condition Performance Measures Targets for 2024 (2-year) and 2026 (4-year) pursuant to 23 CFR 490:

Measure	2 Yr Target (2024)	4 Yr Target (2026)
Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%
Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%
Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%
Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%

**RESOLUTION 20-B-2022**

**NOW, THEREFORE BE IT RESOLVED**, that the Madison County Council of Governments Policy Committee hereby approves that MCCOG will support each of the State's Revised Performance Measure Targets for each of the above-mentioned measures for the 2024 and 2026 reporting periods.

MCCOG agrees to plan and program projects so that they contribute toward the accomplishment of the State's Performance Measure Targets. MCCOG will support the above targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and Transportation Improvement Program.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 8th day of December 2022.

A handwritten signature in black ink, reading "Rebecca Grimes", is written over a horizontal line.

President  
Madison County Council of Governments

**Resolution 20-C - 2022**

**A RESOLUTION APPROVING THE SUPPORT AND ADOPTION  
OF THE PM 3 PERFORMANCE MEASURE TARGETS SET BY  
THE STATE OF INDIANA**

**WHEREAS**, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the Metropolitan Planning Organization (MPO) responsible for planning an efficient transportation system in the Anderson Metropolitan Planning Area (MPA) and for the appropriate use of federal transportation funds in that area, and

**WHEREAS**, Congress passed the Infrastructure Investment and Jobs Acts (IIJA) that mandates the establishment of a performance and outcome-based program for transportation decisions; and

**WHEREAS**, a national goal has been established to achieve various performance measure targets on all public roads; and

**WHEREAS**, the Indiana Department of Transportation (INDOT) formally reported its Performance Measure Targets to the Federal Highway Administration (FHWA); and

**WHEREAS**, MPOs have 180 days following the establishment and reporting of the State targets to make a decision regarding whether to support each of the state's targets or to establish their own; and

**WHEREAS**, the State of Indiana, through the Indiana Department of Transportation (INDOT), has adopted PM 3 Performance Measures Targets for 2024 (2-year) and 2026 (4-year) pursuant to 23 CFR 490:

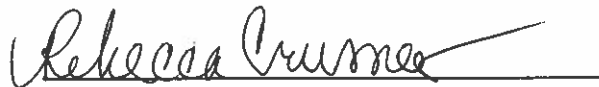
Performance Measure	2024 2-Year Target	2026 4-Year Target
Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0%	93.5%
Non-Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0%	93.5%
Truck Travel Time Reliability Index (TTTR)	1.32	1.30
Total Emission Reductions: PM2.5	3.0	4.0
Total Emission Reductions: NOx	690.0	725.0
Total Emission Reductions: VOC	590.0	600.0
Total Emission Reductions: PM10	0.02	0.03
Total Emission Reductions: CO	330.0	520.0

**RESOLUTION 20-C-2022**

**NOW, THEREFORE BE IT RESOLVED**, that the Madison County Council of Governments Policy Committee hereby approves that MCCOG will support each of the State's Revised Performance Measure Targets for each of the above-mentioned measures for the 2024 and 2026 reporting periods.

MCCOG agrees to plan and program projects so that they contribute toward the accomplishment of the State's Performance Measure Targets. MCCOG will support the above targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and Transportation Improvement Program.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 8th day of December 2022.

  
President  
Madison County Council of Governments

# TIP/STIP Project Impact

TIP Support (FY 2026-2030)										
	Indiana PM Targets	Anderson MPO PM Targets		INDOT-Funded		MPO-Funded		Total		
		2021	2024	2026	# of Projects	Total Funding	# of Projects	Total Funding	# of Projects	Total Funding
Safety	Number of Fatalities	817.3	876.3	N/A						
	Rate of Fatalities (per million VMT)	1.006	1.072	N/A						
	Number of serious injuries	3311.4	3281.1	N/A	6	\$ 41,574,080	5	\$ 5,672,729	11	47,246,809
	Rate of serious injuries (per million VMT)	4.088	3.987	N/A						
	Number of non-motorized fatalities and serious injuries	393.6	391.6	N/A						

**Resolution 19-2022**

**A RESOLUTION APPROVING  
THE INDIANA AIR QUALITY CONFORMITY INTERAGENCY CONSULTATION GROUP GUIDANCE  
AS THE ACCEPTED USE PROTOCOL**

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the regional transportation planning agency (MPO) responsible for planning in all of Madison County, parts of Delaware County (Daleville area), and Hancock County (Fortville Area going east) for the Anderson Urbanized Area Metropolitan Planning Area pursuant to 23 CFR 450 and 49 CFR 613; and

**WHEREAS**, the Madison County Council of Governments and Indiana Department of Environmental Management are collectively responsible for developing and implementing various portions of the federal air quality plans in Madison County and parts of Delaware and Hancock Counties, including the Anderson Urbanized Area Metropolitan Planning Area; and

**WHEREAS**, prior to adopting or amending the long-range Metropolitan Transportation Plan (MTP/RTP) and Transportation Improvement Plan (TIP), the Madison County Council of Governments must first determine that these plans and programs conform to the state and federal air quality plans for Madison County and parts of Delaware and Hancock Counties, including the Anderson Urbanized Area termed the State Implementation Plan, or SIP using procedures established by the Environmental Protection Agency (EPA); and

**WHEREAS**, the five agencies have prepared a protocol for determining transportation air quality conformity in compliance with Federal regulation entitled: Indiana Air Quality Conformity Interagency Consultation Group Guidance ("the Protocol"), which includes certain conformity procedures relating to transportation plans, programs, and projects and the interagency consultation procedures, attached hereto in Attachments A and B, respectively, and incorporated herein as though set forth at length; and

**WHEREAS**, the five agencies have revised the Protocol to reflect the most recent guidance provided by the U.S. EPA: and

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 8th day of December 2022.



President  
Madison County Council of Governments





**MEMORANDUM OF AGREEMENT  
BY AND BETWEEN  
MADISON COUNTY COUNCIL OF GOVERNMENTS,  
INDIANA DEPARTMENT OF TRANSPORTATION, AND  
CITY OF ANDERSON TRANSIT SYSTEM**

---

This Memorandum of Agreement is made by and between Madison County Council of Governments (hereinafter referred to as MCCOG, or its successor should the name be changed), Indiana Department of Transportation (hereinafter referred to as INDOT), and City of Anderson Transit System (hereinafter referred to as CATS).

**WHEREAS**, the most recent Federal Transportation Authorization Legislation requires the establishment of Metropolitan Planning Agreements between the state, the metropolitan planning organization, and public transportation operator(s) in accordance with 23 CFR § 450.314; and

**WHEREAS**, the metropolitan transportation planning process includes MCCOG, INDOT, and CATS; and

**WHEREAS**, transportation planning incorporates a comprehensive, cooperative, and continuing process with relevant agencies including Federal Highway Administration (FHWA) and Federal Transit Authority (FTA); and

**WHEREAS**, MCCOG is the designated MPO for the Metropolitan Planning Area (MPA); and

**WHEREAS**, the MPA boundary is determined by agreement between MCCOG and the Governor of Indiana, referencing the latest U.S. Census Bureau's Decennial Census; and

**WHEREAS**, INDOT administers the statewide Tier II Transit Asset Management Plan, and is therefore the Tier II group plan leader; and

**WHEREAS**, CATS is the designated recipient for Section 5307 funding in the Urbanized Area; and

**WHEREAS**, the appropriate conformity consultation and determination procedures refer to the most recent version of the Indiana Air Quality Conformity Interagency Consultation Group Guidance and the most recent version of the Process and Procedures for the Coordination of Transportation and Transportation Related Air Quality Planning Including the Consultation and Determination of Transportation Conformity.

**NOW THEREFORE** MCCOG, INDOT, and CATS mutually agree as follows:

## **RESPONSIBILITIES OF MCCOG**

### **METROPOLITAN TRANSPORTATION PLAN (MTP)**

1. MCCOG shall develop a Metropolitan Transportation Plan (MTP), in accordance with the requirements of 23 CFR § 450.324, that addresses the planning factors from the most recent federal transportation authorization bill.
2. MCCOG shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the MTP.
3. MCCOG shall develop the MTP in consultation with the other parties in this agreement at minimum once every 5 years.
4. MCCOG develops the financial plan for the MTP that demonstrates the fiscal constraint with respect to available and projected sources of revenue.
5. MCCOG is responsible for developing and maintaining a travel demand forecasting model for the MPA. MCCOG will share the results of Travel Demand Forecasting with INDOT and CATS as requested.
6. MTP amendments and administrative modifications follow the procedures outlined by MCCOG's procedures and Public Participation Plan in place at the time of amendment.
7. MCCOG shall follow the appropriate conformity consultation and determination procedures to ensure compliance with conformity requirements.
8. The MCCOG Policy Board/Committee approves the MTP and its periodic updates.

### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

9. MCCOG shall develop a Transportation Improvement Program (TIP), in accordance with 23 CFR § 450.326, that addresses planning regulations from the most recent federal transportation authorization bill.
10. MCCOG shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the TIP.
11. MCCOG develops the TIP in cooperation with INDOT, FHWA, FTA, CATS, and other agency partners in accordance with the agreed-upon schedule for the INDOT Statewide Transportation Improvement Program (STIP).
12. The TIP shall reflect the investment priorities established in the current MTP, cover a period of no less than 4 years.
13. MCCOG will develop the financial plan for the TIP that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are

reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

14. The TIP shall include all federal aid funding projects as well as regionally significant projects, regardless of funding source, within the MPA. Federal funds, other than Metropolitan Planning (PL) dollars, identified for transportation planning activities in the UPWP, must be included in the TIP.
15. MCCOG TIP is approved by the Governor of Indiana and incorporated into the STIP which is approved by FHWA and FTA.
16. MCCOG will process TIP amendments and administrative modifications in accordance with applicable MCCOG TIP amendment and administrative modification procedures as well as INDOT's amendment/modification procedures.
17. The Annual Listing of Obligated Projects (ALOP) will adhere to the process outlined in 23 CFR § 450.334 and as referenced in the most recent version of the INDOT, MPO, & RPO Cooperative Procedures Manual.

#### **UNIFIED PLANNING WORK PROGRAM (UPWP)**

18. MCCOG will prepare a Unified Planning Work Program (UPWP), in accordance with 23 CFR § 450.308, that addresses the Federal Planning Emphasis Areas (PEAs) identified by FHWA and FTA.
19. MCCOG shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the UPWP.
20. MCCOG will prepare a Unified Planning Work Program (UPWP) in cooperation and consultation with INDOT, FHWA, FTA and CATS.
21. MCCOG will prepare a UPWP for the fiscal year that will take effect beginning on July 1<sup>st</sup> and will provide the draft UPWP to INDOT Technical Planning & Programming.
22. MCCOG will submit a final UPWP to INDOT Technical Planning & Programming in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.
23. MCCOG will submit invoices on a timely basis, following the most recent version of the INDOT, MPO, & RPO Cooperative Procedures Manual.
24. MCCOG will submit a Cost Allocation Plan (CAP) in accordance with 2 CFR § 200.416 and the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual.

## **PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)**

25. MCCOG shares data and information with INDOT and CATS to assist with the development of performance targets.
26. MCCOG may review and provide comments on proposed INDOT or CATS performance targets prior to final adoption.
27. MCCOG shall provide documentation to INDOT that either supports the statewide performance targets as established by INDOT or provides an alternate set of performance targets.
  - a) In the case that MCCOG chooses to adopt the statewide performance targets as established by the INDOT, the expected documentation is a resolution or meeting minutes by the MCCOG Policy Board/Committee.
  - b) In the case that MCCOG chooses to adopt an alternate set of performance targets, the expected documentation is a description of the procedure used to set alternate performance targets as well as a resolution or meeting minutes by the MCCOG Policy Board/Committee. MCCOG will be responsible for reporting the two-year and four-year performance targets within the federal reporting system for the MPA.
28. MCCOG includes information outlined in 23 CFR § 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.326 (d).
29. Reporting of targets and performance measures by MCCOG shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

## **PUBLIC PARTICIPATION & INVOLVEMENT**

30. MCCOG will maintain a Public Participation Plan that is adopted by the MCCOG Policy Board/Committee. The Public Participation Plan will include coordination with the INDOT public participation process.
31. MCCOG shall follow the Public Participation Plan throughout the planning process, including, but not limited to the development of the MTP and the TIP.
32. MCCOG's TIP participation process will serve to meet the public participation requirements of CATS.
33. MCCOG will comply with all appropriate federal assurances, civil rights, and DBE requirements, Title VI guidance, ADA requirements, and procurement activities guidelines.
34. MCCOG shall comply with the required provisions of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.

## **TRANSIT PLANNING**

35. MCCOG will sponsor and participate on committees related to the provision and coordination of transit and para-transit services.
36. MCCOG will serve as the lead for the development of the Coordinated Public Transit Human Services Transportation Plan.

## RESPONSIBILITIES OF INDOT

INDOT Technical Planning & Programming provides Planning Liaisons to coordinate with MCCOG. INDOT Planning Liaisons regularly attend MCCOG Technical Board/Committee meetings and MCCOG Policy Board/Committee meetings. The INDOT District Capital Program Manager will attend MCCOG Technical Board/Committee meetings and have voting representation for INDOT. INDOT District Deputy Commissioners will attend MCCOG Policy Board/Committee meetings and have voting representation for INDOT.

### **MTP & TIP**

1. INDOT develops the Statewide Long-Range Transportation Plan (LRTP) in congruence with MCCOG's MTP.
2. INDOT will coordinate with MCCOG on MTP development and INDOT LRTP development.
3. INDOT will coordinate with MCCOG in the development of MCCOG's TIP and the development INDOT's STIP.
4. INDOT will develop planned improvement needs on state jurisdictional highways for the development of MCCOG's TIP and INDOT's STIP.
5. INDOT will provide MCCOG with estimates of available federal and state funding in a timely manner for the development of the financial plans demonstrating the fiscal constraint of MCCOG's MTP and TIP. Should funding information be delayed for any reason, MCCOG may flat-line funding based on past information.
6. INDOT will develop the STIP in congruence with MCCOG's transportation planning process and incorporate MCCOG's approved TIP by reference or amendment in its entirety.
7. INDOT will provide timely lists of INDOT projects within the MPA. Project information includes DES #, clear project description, total project cost, state and federal share, federal funding program or source, and letting date or fiscal year.
8. INDOT will provide timely lists of INDOT projects within the Transportation Conformity Area but outside of the MPA. Project information will include DES #, project description, total project cost, state and federal share, federal funding program or source, and letting date or fiscal year.
9. INDOT will develop a Statewide Transportation Improvement Program (STIP) that includes the review and written approval of MCCOG's TIP in a timely manner.
10. INDOT will provide a list of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. The list of projects will be sorted specifically to include only projects within the MPA. Project information will include DES #, county, sponsor, district, route, project description, work type, phase, fund type, federal obligation

amount, advanced construction amount, if any total obligation and obligation date. This will support MCCOG in developing the Annual List of Obligated Projects (ALOP).

11. INDOT will collect and share transportation system information with MCCOG to facilitate a cooperative transportation planning process and will conduct training sessions and workshops on pertinent topics.

#### **UNIFIED PLANNING WORK PROGRAM (UPWP)**

12. INDOT Technical Planning & Programming will assign a planning liaison to participate in transportation planning activities related to the UPWP such as review of the document, preparation of contracts following its approval, review of billings submitted by MCCOG, etc.) and to assist with coordination of the PEAs identified by FHWA and FTA.
13. INDOT will provide PL and Transit 5303 estimates to the Indiana MPO Council's PL Committee annually.
14. INDOT Technical Planning & Programming will review and provide approval of the UPWP in a timely manner and begin development of the required contracts and purchase orders. INDOT will strive for a timely notice-to-proceed, a signed contract and a purchase order.
15. INDOT Technical Planning & Programming will review progress reports through the Planning Liaison and initiate the reimbursement of invoices pursuant to applicable Federal Regulations and Indiana Code 5-17-5, Public Purchases.
16. Properly submitted invoices shall be reviewed and processed for payment following the procedures as outlined by the Auditor of the State of Indiana.

#### **PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)**

17. INDOT will collect bridge and pavement condition data for the state asset management plan for the National Highway System (NHS). INDOT shall coordinate changes to the NHS with MCCOG.
18. INDOT, as the Tier II transit provider group plan leader, will collect transit data and produce the Tier II Group Transit Asset Management Plan, to include all Tier II transit providers who elect not to create their own Transit Asset Management Plan.
19. INDOT will provide MCCOG with the statewide performance data used in developing statewide targets. Updates of this data will include prior performance data.
20. INDOT will develop draft statewide performance targets in coordination with all Indiana MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication.
21. INDOT shall give all Indiana MPOs an opportunity to provide comments on statewide targets before final statewide targets are adopted.
22. INDOT performance targets will be reported to FHWA and FTA as applicable.

23. INDOT will include information outlined in 23 CFR § 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
24. Reporting of targets and performance by INDOT shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.



## **RESPONSIBILITIES OF CATS**

### **METROPOLITAN TRANSPORTATION PLAN (MTP)**

1. CATS will provide data, including financial planning information, upon request, and participate in the development of the MTP update.
2. CATS will provide copies of its Transportation Development Plan, as updated.
3. CATS will provide MTP amendment requests to MCCOG according to the applicable schedule.

### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

4. CATS will provide a Financial Capacity Analysis showing a 5-year Financial Plan as part of the TIP development process.
5. CATS will provide a 5-year capital project and operating plan (program of projects) for inclusion in the TIP to MCCOG. The capital and operating plan will be updated annually and submitted with the Financial Capacity Analysis. This will be reviewed by the INDOT Transit Office within the Multimodal Division.
6. CATS will provide TIP amendment requests to MCCOG according to the applicable schedule.
7. CATS will provide a copy (PDF file preferred) to MCCOG of each final grant request to FTA and provide a copy of each grant award acceptance.
8. CATS will provide on an annual basis, no later than 90 calendar days following the end of the program year, a list of transit projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year.

### **UNIFIED PLANNING WORK PROGRAM (UPWP)**

9. CATS will provide MCCOG with details for any significant planning activities requiring the use of federal funds and/or planning document outlined in this agreement.

### **PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)**

10. CATS will annually update their Transit Asset Management Plan and performance targets.
11. CATS may share and request comments on proposed transit targets with INDOT and MCCOG prior to adopting them.
12. CATS will provide MCCOG with performance data used in developing targets, as requested.

13. As the designated recipient of federal transit funds, CATS will offer to complete a Group TAM for eligible subrecipients. If a Group TAMP is completed, CATS will share its performance data and targets with MCCOG and INDOT.
14. CATS will share the public transit safety plan, any amendments, and its supporting documentation and data with INDOT and MCCOG.
15. Reporting of targets and performance by CATS shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

#### **PUBLIC PARTICIPATION & INVOLVEMENT**

16. CATS will assist, as requested by MCCOG, in any public meetings regarding transit.
17. CATS will coordinate with MCCOG to ensure that the TIP participation process states it will serve to meet CATS' public participation requirements for the Program of Projects (POP).

#### **TRANSIT PLANNING**

18. CATS will provide a staff liaison to assist with transit planning efforts.
19. CATS will participate on the Executive Committee, MCCOG Technical Board/Committee and MCCOG Policy Board/Committee.
20. CATS will participate in the development of the Coordinated Public Transit Human Services Transportation Plan.
21. CATS will be responsible for its Capital Improvement Plan and its ADA Compliance Plan and other activities directly related to the operation of public transit services in MCCOG's Urbanized Area.
22. CATS, as the designated recipient of federal transit funds, will be required to maintain all necessary records in support of the expenditure of funds where it is a direct recipient and oversight of expenditures of CATS' subrecipients. For all other monies, those direct recipients are responsible to maintain records and make them available to all necessary parties.
23. CATS is responsible for the local matching dollars for all funds for which it is a direct recipient. CATS is not responsible for the local matching dollars for its subrecipients.
24. CATS agrees that it will comply with all required federal objectives.

## SIGNATORIES & AUTHORIZATION

IN WITNEES WHEREOF, the undersigned executive staff members of MCCOG, INDOT, and CATS have authorized this Memorandum of Agreement on the dates indicated.

### INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)

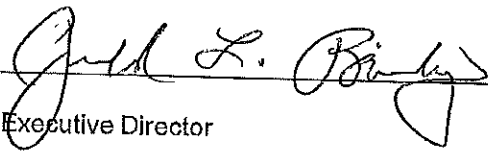


Deputy Commissioner of Capital Program Management

4/5/2023

Date

### MADISON COUNTY COUNCIL OF GOVERNMENTS (MCCOG)

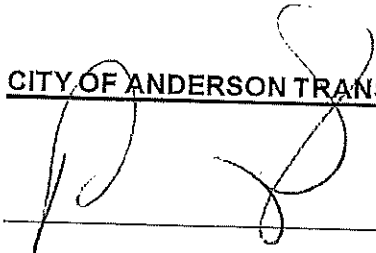


Executive Director

5/31/2023

Date

### CITY OF ANDERSON TRANSIT SYSTEM (CATS)



Chairman, Board of Works

May 30, 2023

Date

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

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

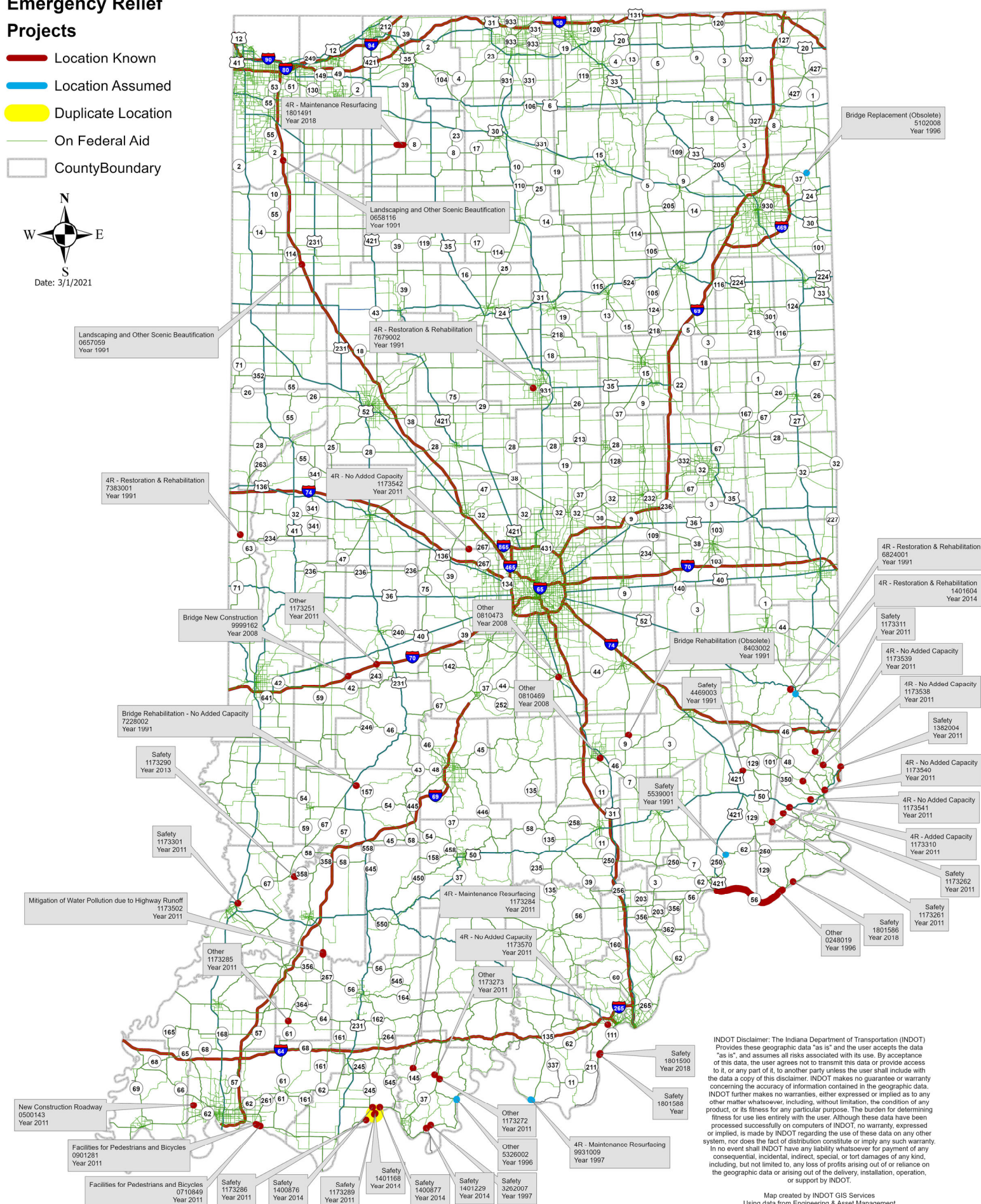
To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where emergency repairs have taken place are illustrated on the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

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

To better inform the STIP, any projects programmed or amended into the STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs.

*[The following map shows the locations of these projects identified during the SFY 2021 Statewide Evaluation.]*

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- CountyBoundary





**RESOLUTION 15 - 2021**

**RESOLUTION ADOPTING A  
PUBLIC PARTICIPATION POLICY  
FOR THE  
ANDERSON-MADISON COUNTY METROPOLITAN PLANNING AREA (MPA)**

**WHEREAS**, each urbanized area participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must assure that funded transportation projects are included in the local Transportation Improvement Program (TIP), as well as the Indiana State Transportation Improvement Program (INSTIP), and

**WHEREAS**, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor to maintain the Transportation Improvement Program (TIP) for the Anderson/Madison County Metropolitan Planning Area (MPA), and

**WHEREAS**, the planning process maintained by the Madison County Council of Governments (MCCOG) and assures that all planning documents and subsequent improvement projects are comprehensively planned within the context of the built environment and natural environment, as well as all federal policies and priorities, and

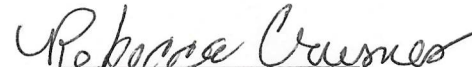
**WHEREAS**, the Madison County Council of Governments (MCCOG) has developed a Public Participation Plan (PPP) to guide the method in which the public may have opportunity to review and comment on various activities, plans, and documents developed for the Anderson-Madison County Metropolitan Planning Area (MPA), and

**WHEREAS**, the Public Participation Plan meets all federal requirements including those defined by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the United States Department of Housing & Urban Development (HUD), as well as specific language and guidance outlined within Title VI of the Civil Rights Act of 1964, and

**WHEREAS**, the Public Participation Plan has been developed to specifically define the language, opportunities, and actions in an effort to provide opportunity to the public to provide comment that can be recorded, considered, and included as part of any official plan adopted by or developed by the Madison County Council of Governments (MCCOG),

**THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies the aforementioned policy as a standard to be adhered to by the Madison County Council of Governments (MCCOG) is hereby endorsed and approved.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 4th day of June, 2021.

  
President, Madison County  
Council of Governments

PUBLIC PARTICIPATION MATRIX Madison County Council of Governments (Anderson MPO)										
Activity Group	Activity	Scope	Notification	Public Review	Formal Comment	Public Presentation	Public Comment	Documentation	Inclusion	Adoption
MPO Programming Documents										
	Transportation Improvement Program (TIP) Document	MPA	Anderson Herald Bulletin & Transit Providers	15 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Air Quality (AQ) & Transportation Conformity (TC) Compliance - New TIP Document	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Unified Planning Work Program (UPWP)	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	N/A	N/A	N/A	Required
	TIP Project List Amendment	MPA	N/A	N/A	N/A	N/A	N/A	N/A	Amend TIP Project List	Required
	UPWP Amendment	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	N/A	N/A	N/A	Required
	Air Quality (AQ) & Transportation Conformity (TC) Compliance - TIP Project List Amendment - Exempt Project	MPA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Air Quality (AQ) & Transportation Conformity (TC) Compliance - TIP Project List Amendment - Non-Exempt Project	MPA	Anderson Herald Bulletin	15 days	Letter & Email	N/A	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
MPO Planning Documents										
	Bicycle & Pedestrian Plan	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Freight Plan	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Safety Plan	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Coordinated Public Transit & Human Services Transportation Plan	MPA	Anderson Herald Bulletin	15 days	Letter, Email, & Survey	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Metropolitan Transportation Plan (MTP)	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	MTP Amendment	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Other Plan Amendment/Minor Update	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Air Quality (AQ) & Transportation Conformity (TC) Compliance - MTP Amendment, Revised Document, or Update	MPA	Anderson Herald Bulletin	15 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
Regional Planning Documents										
	Regional Comprehensive Plan (RCP)	MPA + Growth Areas	Anderson Herald Bulletin	15 days	Letter, Email, Social Media, and/or Website	Policy Committee Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	County Comprehensive Plan	County	Anderson Herald Bulletin	15 days	Letter, Email, Social Media, and/or Website	County Commissioner Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
MPO Policy Documents										
	Policy Resolution	MPA	N/A	N/A	N/A	Policy Committee Meeting	N/A	N/A	N/A	Required
	LPA Policy Handbook	MPA	N/A	N/A	N/A	Policy Committee Meeting	N/A	N/A	N/A	N/A (compilation of previously adopted policies)
	Public Participation Plan (PPP)	MPA	Anderson Herald Bulletin	45 days	Letter & Email	Policy Committee Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	TIP Project List Amendment	MPA	N/A	N/A	N/A	Policy Committee Meeting	N/A	N/A	N/A	Required
	TIP Project List Modification	MPA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Documents & Activities										
	Comprehensive Plan	Municipality + Extra-Jurisdictional Areas (if applicable)	Local Newspaper	10 days	Letter, Email, Social Media, and/or Website	Local Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Thoroughfare Plan	Municipality + Anticipated Extra-Jurisdictional Areas	Local Newspaper	10 days	Letter, Email, Social Media, and/or Website	Local Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Zoning, Unified Development Ordinances (UDO), or Other Development Ordinances	Municipality + Extra-Jurisdictional Areas (if applicable)	Local Newspaper	10 days	Letter, Email, Social Media, and/or Website	Local Meeting	Public Hearing (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Park & Recreation Master Plan	Municipality + Area Amenities	Local Newspaper	10 days	Letter, Email, Social Media, and/or Website	Local Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Downtown Revitalization Plan	Defined Project Area	Local Newspaper	10 days	Letter, Email, Social Media, and/or Website	Local Meeting	Community Workshop, Steering Committee, Public Meeting (virtual and/or in-person)	Written & Verbal Comments	Amend Document &/or Include in Appendix	Required
	Corridor Study	Defined Project Area	Local Newspaper	10 days	Letter, Email, Social Media, and/or Website	Local Meeting	N/A	N/A	N/A	N/A
	Red Flag Investigation (RFI) Report	Defined Project Area	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	General Information Session	Specific Project or Topic	Local Newspaper	15 days	N/A	Local Meeting	N/A	N/A	N/A	N/A
	HUD Performance Report	Defined Project Area	Local Newspaper	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	State/Federal Funding Application	Defined Project Area	Local Newspaper	10 days	Letter & Email	N/A	Public Hearing (virtual and/or in-person) – as required	Written & Verbal Comments	Amend Document &/or Include in Appendix	N/A
	Changes in Transit Service	Defined Service Area	Anderson Herald Bulletin	10 days	Letter & Email	N/A	N/A	Written & Verbal Comments	Amend Document &/or Include in Appendix	N/A

**PUBLIC NOTICE: Public Comment Period & Public Hearing for the Transportation Conformity  
Determination Report for the Central Indiana Region & Adoption of the Anderson MPO 2026-2030  
Transportation Improvement Program**

The Anderson Metropolitan Planning Organization (MPO), also known as the Madison County Council of Governments (MCCOG), will be conducting a public hearing for the Transportation Conformity Determination Report for the Central Indiana Region on its next Transportation Improvement Program (TIP) documenting the federally funded transportation improvements for the Anderson-Madison County Metropolitan Planning Area (MPA) for State Fiscal Year (FFY) 2026 through State Fiscal Year (FFY) 2030. The TIP Document is prepared on a bi-annual basis and amended as needed.

The public comment period will be held between February 22, 2025 and March 10, 2025. The public hearing will be held on Monday, March 10, 2025 from 5:00pm to 6:00pm both virtually on Microsoft Teams and in-person at the Redbud Room on the 3<sup>rd</sup> Floor of the Anderson Public Library, 111 East 12<sup>th</sup> Street, Anderson, IN. The virtual meeting access code is **280-867-363-009** and passcode is **im7ZJ6po**.

Questions and public input regarding these documents will be duly noted and included in the Appendix of the final Transportation Conformity Determination Report. The hearing will be held by electronic means only and no persons will be physically present. If any member of the public wishes to attend the meeting electronically, the meeting will be available using the information above.

The 2026-2030 TIP Document is available for public review online at [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip). The Transportation Conformity Determination Report is available for public review online at <https://www.heartlandmpo.org/air-quality-and-transportation-conformity>. Hard copies of these documents may also be requested formally in writing to David Benefiel, 739 Main Street, Anderson, Indiana 46016 prior to March 7, 2025 until 4:00 PM. Oral or written comments and suggestions regarding this document may be submitted to the Anderson MPO through Monday, March 10, 2025 until 4:00 PM. Submissions may also be sent to David Benefiel, Principal Transportation Planner at [dave@heartlandmpo.org](mailto:dave@heartlandmpo.org) or by phone at (765) 640-4201.

Persons with disabilities or non-English speaking persons who wish to attend the public hearing and need assistance should contact David Benefiel at least 48 hours prior to the hearing at (765) 640-4201 between 8:00 AM and 4:00 PM, Monday through Friday. Every effort will be made to make reasonable accommodations for these persons.

By: David Benefiel, Principal Transportation Planner, Anderson MPO



Tax I.D. 82-2664009

To: Anderson Herald Bulletin

P.O. Box 1090, Anderson, Indiana 46015

MADISON CO COUNCIL OF GOVT

(Governmental Unit)

Madison County, Indiana

## PUBLISHER'S CLAIM

HB- 125

Ad # 1919069

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Total Amount of Claim \$49.32

## DATA FOR COMPUTING COST

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Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being as follows:

Saturday, February 22, 2025

Additionally, the statement checked below is true and correct:

- ☐ Newspaper does not have a Web site.
- ☒ Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
- ☐ Newspaper has a Web site, but due to technical problem or error, publish notice was posted on
- ☐ Newspaper has a Web site but refuses to post the public notice.

Date: March 4, 2025

Title: Legal Advertising Clerk

**PUBLIC NOTICE:**  
Public Comment Period &  
Public Hearing for the  
Transportation Conformity  
Determination Report for the  
Central Indiana Region &  
Adoption of the Anderson MPO  
2026-2030

**Transportation Improvement  
Program**

The Anderson Metropolitan Planning Organization (MPO), also known as the Madison County Council of Governments (MCCOG), will be conducting a public hearing for the Transportation Conformity Determination Report for the Central Indiana Region on its next Transportation Improvement Program (TIP) documenting the federally funded transportation improvements for the Anderson-Madison County Metropolitan Planning Area (MPA) for State Fiscal Year (FFY) 2026 through State Fiscal Year (FFY) 2030. The TIP Document is prepared on a bi-annual basis and amended as needed.

The public comment period will be held between February 22, 2025 and March 10, 2025. The public hearing will be held on Monday, March 10, 2025 from 5:00pm to 6:00pm both virtually on Microsoft Teams and in-person at the Redbud Room on the 3rd Floor of the Anderson Public Library, 111 East 12th Street, Anderson, IN. The virtual meeting access code is 280-867-363-009 and passcode is im7ZJ6po.

Questions and public input regarding these documents will be duly noted and included in the Appendix of the final Transportation Conformity Determination Report. The hearing will be held by electronic means only and no persons will be physically present. If any member of the public wishes to attend the meeting electronically, the meeting will be available using the information above.

The 2026-2030 TIP Document is available for public review online at [www.heartlandmop.org/tip](http://www.heartlandmop.org/tip). The Transportation Conformity Determination Report is available for public review online at <https://www.heartlandmop.org/air-quality-and-transportation-conformity>. Hard copies of these documents may also be requested formally in writing to David Benefiel, 739 Main Street, Anderson, Indiana 46016 prior to March 7, 2025 until 4:00 PM. Oral or written comments and suggestions regarding this document may be submitted to the Anderson MPO through Monday, March 10, 2025 until 4:00 PM. Submissions may also be sent to David Benefiel, Principal Transportation Planner at [dave@heartlandmop.org](mailto:dave@heartlandmop.org) or by phone at (765) 640-4201. Persons with disabilities or non-English speaking persons who wish to attend the public hearing and need assistance should contact David Benefiel at least 48 hours prior to the hearing at (765) 640-4201 between 8:00 AM and 4:00 PM, Monday through Friday. Every effort will be made to make reasonable accommodations for these persons.

By: David Benefiel,  
Principal Transportation Planner,  
Anderson MPO  
HB-125 2/22 hspaxlp 1919069



Event: Public Hearing  
Purpose: FY 2026-2030 TIP  
Date: March 10, 2025  
Time: 5:00 PM to 6:30 PM  
Location: Anderson Public Library  
Community: Anderson, IN

(Please Print)

Name	Organization/Business/Resident	Email/Phone
1. <u>JERRY BRIDGES</u>	<u>MCCOG</u>	<u>(765) 641-9482</u>
2. <u>RYAN PHELPS</u>	<u>MCCOG</u>	<u>(765) 641-9482</u>
3. <u>David Benefield</u>	<u>MCCOG</u>	<u>(765) 640-4201</u>
4. _____	_____	_____
5. _____	_____	_____
6. _____	_____	_____
7. _____	_____	_____
8. _____	_____	_____
9. _____	_____	_____
10. _____	_____	_____
11. _____	_____	_____

**2026-2030 TIP Public Comments**

The advertised public comment period occurred between February 22, 2025 and March 10, 2025.

However, no public comments were received in writing or in person.

**From:** [Dave Benefiel](#)  
**To:** [Story, Paige \(FHWA\)](#); [Forbush, Daniel \(FTA\)](#); [SEALS, SHAWN](#); [Mitchell, Jay](#); [Tony Maietta](#)  
**Cc:** [sdoyle@indot.in.gov](mailto:sdoyle@indot.in.gov); [Higginbotham, Jennifer L.](#); [Sanchez, Kristyn](#); [Jerrold Bridges](#); [Wooldridge, Joann](#); [McNeil, Michael](#); [Ryan Phelps](#); [Kylene Swackhamer](#); [Hudson, Cassandra L](#); [Schwering, April](#); [Pennington, Ryan](#); [Burgoa, Brandon S](#); [Carpenter, Patrick \(FHWA\)](#); [Stewart, Lakesha \(FHWA\)](#); [Kemp, Susan](#)  
**Subject:** Air Quality Interagency Coordination - Anderson MPO Proposed TIP Update (SFY 2026-2030 TIP Document)  
**Date:** Wednesday, February 12, 2025 9:22:00 AM

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Members of the ICG:

The Anderson MPO will be presenting the SFY 2026-2030 TIP Document (TIP update) for consideration by the Anderson MPO Policy Committee on 3-6-25. They will be adopting the document contingent on no public comments that require significant changes to the document.

Our proposed schedule is:

- 2-12-25 – ICG Email Communication (informal consultation – this email)
- 2-12-25 to 2-18-25 – Deadline for ICG questions or comments on the included project amendments (7 days)
- 2-19-25 to 3-5-25 – Public/ICG comment period (15 days) on TIP Document and conformity report
- 3-5-25 – Official Public Hearing for Conformity Process
- 3-7-25 – Approval Documents will be shared with FHWA to Initiate Formal Consultation

In lieu of a conference call, the SFY 2026-2030 TIP can be found at: [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip).

Please consider this an informal request for review and comment regarding the need for air quality consultation for the 2026-2030 TIP Document. We are requesting that you reply to this email by Tuesday, February 18, 2025. If you have any questions, comments, or would like to request a conference call to discuss further. Per the September 2022 *IN Air Quality Conformity ICG Guidance Document* (<https://www.in.gov/idem/sips/transportation-conformity/>), no response can be interpreted as concurrence.

**David Benefiel, AICP**

[Principal Transportation Planner](#)

Federal Funding and Programming Lead

Community Planning, Public Participation, Grantwriting, & Architectural History

[dave@heartlandmpo.org](mailto:dave@heartlandmpo.org)

**Anderson MPO**

739 Main Street

Anderson, IN 46016

Tel. (765)640.4201

[www.heartlandmpo.org](http://www.heartlandmpo.org)

**From:** [Dave Benefiel](#)  
**To:** [Story, Paige \(FHWA\)](#); [Forbush, Daniel \(FTA\)](#); [SEALS, SHAWN](#); [Mitchell, Jay](#); [Tony Maietta](#)  
**Cc:** [sdoyle@indot.in.gov](mailto:sdoyle@indot.in.gov); [Higginbotham, Jennifer L.](#); [Sanchez, Kristyn](#); [Jerrold Bridges](#); [Wooldridge, Joann](#); [McNeil, Michael](#); [Ryan Phelps](#); [Kylene Swackhamer](#); [Hudson, Cassandra L](#); [Schwering, April](#); [Pennington, Ryan](#); [Burgoa, Brandon S](#); [Carpenter, Patrick \(FHWA\)](#); [Stewart, Lakesha \(FHWA\)](#); [Kemp, Susan](#)  
**Subject:** RE: Air Quality Interagency Coordination - Anderson MPO Proposed TIP Update (SFY 2026-2030 TIP Document)  
**Date:** Tuesday, February 18, 2025 3:09:00 PM

---

Members of the ICG:

The final day of informal consultation ends today.

However, there have been slight changes to the Public Notice Period and Public Hearing date, so please note the updated schedule below as highlighted.

- 2-12-25 – ICG Email Communication (informal consultation – original email below)
- 2-12-25 to 2-18-25 – Deadline for ICG questions or comments on the included project amendments (7 days)
- 2-22-25 to 3-10-25 – Public/ICG comment period (15 days) on TIP Document and conformity report
- 3-10-25 – Official Public Hearing for Conformity Process
- 3-11-25 – Approval Documents will be shared with FHWA to Initiate Formal Consultation

Please let me know if you have any questions.

Thanks.

**David Benefiel, AICP**

[Principal Transportation Planner](#)

Federal Funding and Programming Lead

Community Planning, Public Participation, Grantwriting, & Architectural History

[dave@heartlandmpo.org](mailto:dave@heartlandmpo.org)

**Anderson MPO**

739 Main Street

Anderson, IN 46016

Tel. (765)640.4201

[www.heartlandmpo.org](http://www.heartlandmpo.org)

---

**From:** Dave Benefiel

**Sent:** Wednesday, February 12, 2025 9:23 AM

**To:** Story, Paige (FHWA) <Paige.Story@dot.gov>; Forbush, Daniel (FTA) <Daniel.Forbush@dot.gov>; SEALS, SHAWN <SSEALS@idem.IN.gov>; Mitchell, Jay <JAYMITCHELL@indot.IN.gov>; Tony Maietta <maietta.anthony@epa.gov>

**Cc:** sdoyle@indot.in.gov; Higginbotham, Jennifer L. <Jen.Higginbotham@IndyMPO.org>; Sanchez, Kristyn <Kristyn.Sanchez@IndyMPO.org>; Jerrold Bridges <jerry@heartlandmpo.org>; Wooldridge, Joann <JWOOLDRIDGE@indot.IN.gov>; McNeil, Michael <MMCNEIL@indot.IN.gov>; Ryan Phelps <ryan@heartlandmpo.org>; Kylene Swackhamer <kswackhamer@co.delaware.in.us>; Hudson, Cassandra L <chudson1@indot.in.gov>; Schwering, April <aschwering@indot.in.gov>; Pennington, Ryan <rpennington@indot.in.gov>; Burgoa, Brandon S <brburgoa@indot.in.gov>; Carpenter, Patrick (FHWA <patrick.carpenter@dot.gov>; Stewart, Lakesha (FHWA <lakesha.stewart@dot.gov>; Kemp, Susan <SKEMP@indot.IN.gov>

**Subject:** Air Quality Interagency Coordination - Anderson MPO Proposed TIP Update (SFY 2026-2030 TIP Document)

#### Members of the ICG:

The Anderson MPO will be presenting the SFY 2026-2030 TIP Document (TIP update) for consideration by the Anderson MPO Policy Committee on 3-6-25. They will be adopting the document contingent on no public comments that require significant changes to the document.

Our proposed schedule is:

- 2-12-25 – ICG Email Communication (informal consultation – this email)
- 2-12-25 to 2-18-25 – Deadline for ICG questions or comments on the included project amendments (7 days)
- 2-19-25 to 3-5-25 – Public/ICG comment period (15 days) on TIP Document and conformity report
- 3-5-25 – Official Public Hearing for Conformity Process
- 3-7-25 – Approval Documents will be shared with FHWA to Initiate Formal Consultation

In lieu of a conference call, the SFY 2026-2030 TIP can be found at: [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip).

Please consider this an informal request for review and comment regarding the need for air quality consultation for the 2026-2030 TIP Document. We are requesting that you reply to this email by Tuesday, February 18, 2025. If you have any questions, comments, or would like to request a conference call to discuss further. Per the September 2022 *IN Air Quality Conformity ICG Guidance Document* (<https://www.in.gov/idem/sips/transportation-conformity/>), no response can be interpreted as concurrence.

#### **David Benefiel, AICP**

Principal Transportation Planner

Federal Funding and Programming Lead

Community Planning, Public Participation, Grantwriting, & Architectural History

[dave@heartlandmpo.org](mailto:dave@heartlandmpo.org)

Anderson MPO

739 Main Street  
Anderson, IN 46016  
Tel. (765)640.4201  
[www.heartlandmpo.org](http://www.heartlandmpo.org)

# ***Anderson MPO***

***Madison County Council of Governments (MCCOG)***

2050 inMotion

Metropolitan Transportation Plan

2026-2030 Transportation  
Improvement Program

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February 2025



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Appendix

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## Acknowledgements

This *Transportation Conformity Report* for the 2050 inMotion Metropolitan Transportation Plan (MTP) and 2026-2030 Transportation Improvement Program (TIP) was prepared by the Madison County Council of Governments (MCCOG). Individuals from the following agencies contributed their efforts towards the completion of the Transportation Conformity Determination Report. They include:

- Paige Story, Federal Highway Administration (FHWA) Indiana Division
- Dan Forbush, Federal Transit Administration (FTA)
- Tony Maietta, Environmental Protection Agency (EPA)
- Sean Seals, Indiana Department of Environmental Management (IDEM)
- Jay Mitchell, Indiana Department of Transportation (INDOT) Office of Planning
- Brandon Burgoa, Indiana Department of Transportation (INDOT) Office of Planning
- Stephanie Belch, Indiana Department of Transportation (INDOT) Office of Planning
- Sarah Doyle, Indiana Department of Transportation (INDOT) Greenfield District
- Hayley Thomas, Indiana Department of Transportation (INDOT) Seymour District
- Julie Feltner, Indiana Department of Transportation (INDOT) Seymour District
- Ryan Wilhite, IndyGO
- Ryan Phelps, Madison County Council of Governments (MCCOG)
- Brandon Kendera, Madison County Council of Governments (MCCOG)
- Jerry Bridges, Madison County Council of Governments (MCCOG)
- Kylene Swackhamer, Delaware-Muncie Planning Commission (Muncie MPO)
- Kristyn Sanchez, Indianapolis Metropolitan Planning Organization (IndyMPO)
- Andy Swenson, Indianapolis Metropolitan Planning Organization (IndyMPO)
- Catherine Kostyn, Indianapolis Metropolitan Planning Organization (IndyMPO)
- Jennifer Higginbotham, Indianapolis Metropolitan Planning Organization (IndyMPO)
- Steve Cunningham, Indianapolis Metropolitan Planning Organization (IndyMPO)
- Anna Gremling, Indianapolis Metropolitan Planning Organization (IndyMPO)
- Rose Scovel, Indianapolis Metropolitan Planning Organization (IndyMPO)
- Ashley Beckort, Columbus Area Metropolitan Planning Organization (CAMPO)
- Jennifer Gebhard, Central Indiana Regional Transit Authority (CIRTA)
- Brad King, City of Anderson Transit System (CATS)
- Merle F. Jones, City of Anderson Transit System (CATS)

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## Executive Summary

As part of its transportation planning process, the Madison County Council of Governments (MCCOG), completed the transportation conformity process for the 2050 InMotion MTP and 2026-2030 TIP. This report documents that the 2050 InMotion MTP and 2026-2030 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

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

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

## 1.0 Background

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### 1.1 Transportation Conformity Process

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

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

The Madison County Council of Governments (MCCOG) is included in the **9-County Central Indiana 1997 NAAQS Region**, which includes Boone, Hamilton, Hendricks, Marion, Hancock, Morgan, Johnson, and Shelby Counties, in addition to Madison County. This area includes consideration of impacts for the following Metropolitan Planning Areas:

- *Madison County Council of Governments (MCCOG) for Anderson Urbanized Area (Madison County and portions of Hancock and Delaware Counties)*
- *Indianapolis Metropolitan Planning Organization (MPO) for the Indianapolis Urbanized Area (Marion and portions of Boone, Hamilton, Hendricks, Hancock, Morgan, Johnson, and Shelby Counties)*
- *Columbus Area Metropolitan Planning Organization (MPO) for the Columbus Urbanized Area (Bartholomew and portions of Johnson and Shelby Counties)*

Additionally, because the Metropolitan Planning Area (MPA) for the Madison County

Council of Governments (MCCOG) also includes portions of Delaware County, the **Delaware County Indiana 1997 NAAQS Region** may also be impacted and therefore, coordination with the *Delaware-Muncie Metropolitan Plan Commission* (Muncie MPO) is also required.

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. Each of the NAAQS regions described above were in nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and as attainment for the 2015 ozone NAAQS.

## **2.0 2050 InMotion Metropolitan Transportation Plan (MTP)**

The 2050 InMotion Metropolitan Transportation Plan (MTP) was adopted by the MCOG Policy Committee on Thursday, February 3, 2022 for the Anderson Metropolitan Planning Area (MPA). The plan was developed using the latest planning assumptions, which are laid out in Section 2.4 of EPA's guidance discussed later in this document.

**This action is seeking Transportation Conformity for the 2050 InMotion Metropolitan Transportation Plan (MTP). (However, no changes to this document have been necessary since it originally received Conformity.)**

**The 2050 InMotion Metropolitan Transportation Plan (MTP) can be found at the following link:**

- [www.heartlandmpo.org/mtp-plan](http://www.heartlandmpo.org/mtp-plan)

**A full listing of the non-exempt projects included in the TIP and MTP for MCOG (Anderson MPO) can be found in the appendix of this document.**

**A full listing of the non-exempt projects included in the TIP and MTP for the Indianapolis MPO can be found in the appendix of this document.**

**A full listing of the non-exempt projects in the Central Indiana Airshed, yet outside of the MPA for the Indianapolis MPO (i.e., donut projects) can be found at the following link:**

- <https://d144uep0xgc2gz.cloudfront.net/downloads/MTP-LRTP/MTP-CIRCLE-2050/INDOT-Donut-Projects/INDOT-Donut-Projects-v2025-02-04.pdf>

**Currently there are no non-exempt projects included in the TIP and MTP for the Delaware-Muncie Metropolitan Plan Commission (Muncie MPO), therefore there is no listing included in the appendix of this document.**

## **3.0 2026-2030 Transportation Improvement Program (TIP)**

The 2026-2030 Transportation Improvement Plan (TIP) is one part of the MPO's transportation planning process. The planning process includes the development of a Metropolitan Transportation Plan (MTP), formerly called the long-range transportation plan. As projects in these long-range plans advance to implementation, they are programmed in the TIP for study, design, and construction, provided they attain environmental permits and other necessary clearances.

Every two years, the Anderson MPO enacts a process that assists in the development of a revised *Transportation Improvement Program* (TIP) Document to reflect federal transportation funding that will be expended over a period of four (4) years. While the process begins in January, the final document is not completed until late spring, but the *TIP Development Process* is generally a continuous one. Most importantly, the

process includes input from a variety of sources representative of the *Metropolitan Planning Area* (MPA) including the *Anderson MPO Policy Committee*, the *Anderson MPO Technical Advisory Committee* (TAC), the general public, elected officials, community leaders, public & private transportation providers, INDOT Greenfield District, and INDOT Central Office.

The purpose of the TIP is to set forth the MPO's short-term program for transportation projects. The TIP is prepared according to the MPO's procedures. An MPO Committee works with the State DOT and the appropriate transit operators in soliciting project proposals from the public and cities and towns, and in developing a draft TIP. Following public and agency review, the draft TIP is approved by the MPO, forwarded to the State DOT, then on to federal funding agencies—the Federal Highway Administration, and the Federal Transit Administration.

**This action is for the approval of the 2026-2026 Transportation Improvement Plan (TIP).**

**The 2026-2030 Transportation Improvement Plan (TIP) can be found at the following link:**

- [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip)

More specifically, the current amendment includes changes to funding amounts and funding years of the following projects:

- US 36 (SR 9/SR 67), .28 miles S. of SR 38 to N. Junction of SR 9/SR 67, Added Travel Lanes (Des. #1702936)
- SR 9/SR 67, US 36 North Junction to Huntsville Road (Pendleton), Added Travel Lanes (Des. #1802854)

**The 2050 InMotion Metropolitan Transportation Plan (MTP) can be found at the following link:**

- [www.heartlandmpo.org/mtp-plan](http://www.heartlandmpo.org/mtp-plan)

**A full listing of the non-exempt projects included in the TIP and MTP for *MCCOG* (Anderson MPO) can be found in the appendix of this document.**

**A full listing of the non-exempt projects included in the TIP and MTP for the *Indianapolis MPO* can be found in the appendix of this document.**

**A full listing of the non-exempt projects in the Central Indiana Airshed, yet outside of the MPA for the *Indianapolis MPO* (i.e., donut projects) can be found at the following link:**

- <https://d144uep0xgc2gz.cloudfront.net/downloads/MTP-LRTP/MTP-CIRCLE-2050/INDOT-Donut-Projects/INDOT-Donut-Projects-v2025-02-04.pdf>

**Currently there are no non-exempt projects included in the TIP and MTP for the *Delaware-Muncie Metropolitan Plan Commission* (Muncie MPO), therefore there is no listing included in the appendix of this document.**

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## 4.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA<sup>1</sup> for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the 2050 InMotion MTP and 2026-2030 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the 2050 InMotion MTP and 2026-2030 TIP.

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<sup>1</sup> The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: [www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation](http://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation) .



### 5.1 Overview

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On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**<sup>2</sup> (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include the latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the 2050 InMotion MTP, 2026-2030 TIP for the Madison County Council of Governments (MCCOG) for the Anderson Metropolitan Planning Area (MPA) can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

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

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## 52 Latest Planning Assumptions

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

On January 16, 2019, as part of a previous LRTP/MTP amendment, an email was sent to ICG members stating that there are no TCMs in the Indiana SIP for the 9-county Central Indiana NAAQS Region nor the Delaware County Indiana 1997 NAAQS Region. (see also Section 5.4)

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## 53 Consultation Requirements

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

Interagency consultation was conducted with the *Indianapolis Metropolitan Planning Organization* (IMPO), *Columbus Area Metropolitan Planning Organization* (CAMPO), *Delaware-Muncie Metropolitan Plan Commission*, *City of Anderson Transit System* (CATS), FHWA, FTA, and EPA.

The interagency consultation group (ICG) received an email on February 12, 2025 with a link to the 2026-2030 TIP and a projected timeline for its adoption. ICG members were asked to provide questions, comments, or their concurrence by March 5, 2025. The draft consultation document was made available for ICG review and comment between Wednesday, February 19, 2025 and Wednesday, March 5, 2025.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the applicable LRTP/MTP/TIP amendments, were made available for public review and comment between Wednesday, February 19, 2025 and Wednesday, March 5, 2025 followed by a public hearing on Wednesday, March 5, 2025. The resolution for the adoption of the 2026-2030 TIP was adopted on Thursday, March 6, 2025 by the Anderson MPO Policy Committee.

No comments were received as part of this process, therefore there is no summary of comments received included in the Appendix of this document.

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**54 Timely Implementation of TCMs**

The Indiana SIP does not include any Transportation Control Measures (TCMs) for the 9-County Central Indiana 1997 NAAQS Region nor the Delaware County Indiana 1997 NAAQS Region.

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**55 Fiscal Constraint**

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2050 InMotion MTP and 2026-2030 TIP are fiscally constrained, as demonstrated on pages 116-117 and the fiscally constrained project list, as demonstrated on pages 125-128 of the 2050 InMotion MTP and on pages 16 & 35 of the 2026-2030 TIP.

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## Conclusion

The conformity determination process completed for the 2050 InMotion MTP and 2026-2030 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

# APPENDIX

**All Projects: Current Through 2-6-25**

Section 3: MPO Funded I/P A Projects - Exempt from Air Quality Conformity Analysis



Planning the Transportation Future for the Indianapolis Region

About

Fed Approved 24-27 IRTIP

IRTIP Amendments

18 Month Letting List

Advanced Search

Projects by County

Map

<<Back to Search

35 transportation project(s) found for Exempt Status: "NON-EXEMPT"

Export to Excel

ID	Lead Agency	Title	Project Category	Total Cost	Fed Funds - Info
1901763	Avon	Dan Jones Widening Phase 2 - CR 100 S to CR 150 S	Road	\$11,330,395	STBG
2401FFE	Avon	Dan Jones Rd Widening from Bradford Rd to CR 150 S	Road	\$9,293,250	
2202FFE	Avon	Dan Jones Widening Phase 3 - US 36 to CR 100 N	Road	\$13,352,356	
1592348	Fishers	141st Street & SR 37 Intersection Improvement	Intersection	\$38,950,791	State STBG
1401610	Greenwood	Worthsville Road Reconstruction - Section 3	Road	\$12,455,705	STBG
2303FFE	Hamilton County	146th Street & Hazel Dell Parkway Interchange	Intersection	\$51,864,196	
2003034	Hancock County	CR 300 N Widening between CR 600 W and CR 700 W and RAB @700W	Road	\$9,580,380	STBG Group IV
1902783	Hancock County	Stinemyer Rd Connection	Road	\$3,497,138	STBG Group IV
1801448	Indianapolis DPW	Emerson Avenue Widening from Co Line to Stop 11	Road	\$15,033,300	STBG
2002553	Indianapolis DPW	County Line Rd. Widening from SR 37 to Morgantown Rd	Road	\$49,590,000	STBG Group III
2411FFE	Indianapolis DPW	County Line Rd. Widening from Depot to Woodcreek Dr	Road	\$8,053,200	
1400075	INDOT	I-69 & I-465 Interchange Modification and Added Travel Lanes	Interchange	\$583,747,079	Earmark NHPP State STBG
1600808	INDOT	North Split Interchange Modification	Interchange	\$408,677,725	IM
0300382	INDOT	I-69 Section 6 - SR 39 to I-465	Road	\$2,033,149,334	NHPP
2002959	INDOT	I-70 Added Travel Lanes 0.76 mi W of SR 39 to SR 267	Road	\$78,336,774	NHPP
2002530	INDOT	US 31 ATL & Interchange modifications at W 106th Street & W 116th Street.	Interchange	\$55,896,500	NHPP
2000181	INDOT	I-465 at US 36/SR 67/Pendleton Pike (Exit 42) Interchange Modification	Interchange	\$9,281,709	NHPP
2301161	INDOT	SR 44 Small Structures and Drains Construction	Other	\$601,304	NHPP

<b>2000147</b>	INDOT	I-465 at US 421/Michigan Road (Exit 27) Interchange Modification with Added Travel Lanes- <b>FUTURE PROJECT</b>	Interchange	\$27,257,370	NHPP
<b>2200928</b>	INDOT	I-65, SR 252-SR 44, ATL	Road	\$46,917,544	NHPP
<b>1400073</b>	INDOT	I-65Added Travel Lanes from 0.20 mile N of I-465 to 0.10 mile N of I-70 & I-65 South Junction	Road	\$121,920,604	NHPP
<b>1800033</b>	INDOT	SR 135 (Meridian St.) Widening from Stones Crossing to Whiteland Rd.	Road	\$35,674,053	NHPP
<b>1900173</b>	INDOT	SR 32 from 19th St to Presley Dr	Road	\$2,819,427	State HSIP State STBG
<b>2000158</b>	INDOT	SR 32 Added Travel Lanes from East Street to Mensa Road	Road	\$17,418,000	State STBG
<b>1800035</b>	INDOT	US 36 Added Travel Lanes, Raceway Rd. to Transfer Dr.	Road	\$22,615,967	State STBG
<b>2000076</b>	INDOT	US 421 Auxiliary Lanes, Two-Way Left Turn Lanes, From 2.91 mi N of the N leg of I-465 to 2.86 mi S of SR 32	Road Recons/Rehab/Resurf	\$27,650,000	State STBG
<b>1800203</b>	INDOT	US 36 Added Travel Lanes from Shiloh Crossing to Avon Ave- <b>FUTURE PROJECT</b>	Road	\$55,161,936	State STBG
<b>2300230</b>	INDOT	US 40 Scour Protection (Erosion) Hendricks County	Road Recons/Rehab/Resurf	\$390,000	State STBG
<b>2300700</b>	INDOT	US 36 Added Travel Lanes from Corottoman Court to Shiloh Crossing Drive.	Road	\$27,037,500	State STBG
<b>1600854</b>	INDOT	I-465 NW Added Travel Lanes from W 86th St to College Ave.	Road	\$35,795,001	State STBG
<b>1801413</b>	IndyGo	Blue Line	Transit	\$378,859,165	Earmark RAISE Sect. 5307 Sect. 5309 Sect. 5339
<b>2101733</b>	Noblesville	Olio Rd Added Travel Lanes from 146th St to 156th St	Road	\$14,289,211	STBG Group III
<b>2201638</b>	Noblesville	Boden Road from Beauty Berry to 156th Street- <b>FUTURE PROJECT</b>	Road	\$9,512,500	STBG Group III
<b>2216FFE</b>	Noblesville	Pleasant Street - Phase I (River Road to 10th Street)	Road	\$53,613,445	
<b>2313FFE</b>	Noblesville	Pleasant Street - Phase 3 - from SR32/Hague Rd to River Rd	Road	\$28,189,250	

[Click here](#) for MPO website



**ADOPTION OF FY 2026-2030  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

**WHEREAS**, the Madison County Council of Governments is the agency designated by the Governor to maintain those plans for the Anderson Urbanized Area/Metropolitan Planning Area, and

**WHEREAS**, the basis for transportation planning and improvement programming in the Anderson Metropolitan Planning Area is the *2050 inMotion Metropolitan Transportation Plan*, special studies and plans, as well as projects proposed by local governments and agencies within the metropolitan planning area, and

**WHEREAS**, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson Metropolitan Planning Area as well as federal policies and priorities.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort complies with Title 23 of the Code of Federal Regulations, Part 450.324, as revised on November 15, 2021, the Bipartisan Infrastructure Bill (BIL), and that the Transportation Improvement Program for FY 2026-2030, understanding that changes will be made based on comments received from the public and reviewing agencies, is hereby approved.

**ADOPTED** by the Madison County Council of Governments Policy Committee, this 6<sup>th</sup> day of March, 2025.

  
\_\_\_\_\_  
President  
Madison County Council of Governments

## Dave Benefiel

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**From:** Dave Benefiel  
**Sent:** Thursday, March 13, 2025 2:17 PM  
**To:** Story, Paige (FHWA)  
**Cc:** Jerrold Bridges; Ryan Phelps; Burgoa, Brandon S; Mitchell, Jay; Schwering, April  
**Subject:** MPO Request FHWA Begin Formal Consultation

Members of Indiana ICG,

The Anderson MPO recently adopted their SFY 2026-2030 TIP at their Policy Committee meeting on March 6, 2025. Notice of the draft document and a request for informal review was sent to the ICG on February 12, 2025 with a follow up email with slight change in schedule sent on February 18, 2025.

A public comment period was offered from February 22, 2025 to March 10, 2025; with a public hearing held on March 10, 2025. No public comments were received.

I've attached the adoption resolution and included links below for the Anderson MPO (Madison County Council of Governments) documents and Conformity Report, as well as links to additional project lists for the airshed.

Please let me know if you need anything else to initiate the process. Thank you.

- 2050 In Motion (MTP) – [www.heartlandmpo.org/mtp-plan](http://www.heartlandmpo.org/mtp-plan)
- 2026-2030 TIP – [www.heartlandmpo.org/tip](http://www.heartlandmpo.org/tip)
  - Note that Non-Exempt Projects can be found in Sections 1 & 2 on page 1 or lines 1 – 8.
- Conformity Determination Report - [www.heartlandmpo.org/air-quality-and-transportation-conformity](http://www.heartlandmpo.org/air-quality-and-transportation-conformity)
- INDOT STIP Amendments in Non-MPA/Rural Area within Airshed – <https://d144uep0xgc2gz.cloudfront.net/downloads/MTP-LRTP/MTP-CIRCLE-2050/INDOT-Donut-Projects/INDOT-Donut-Projects-v2025-02-04.pdf>
- Most Current MTP/TIP Project Lists for other MPO in Airsheds
  - Indianapolis MPO TIP - [www.indympo.org/funding/irtip](http://www.indympo.org/funding/irtip)
  - Indianapolis MPO MTP - [www.indympo.org/planning/mtp](http://www.indympo.org/planning/mtp)
  - Muncie MPO TIP - [www.co.delaware.in.us/departments/division.php?structureid=182](http://www.co.delaware.in.us/departments/division.php?structureid=182)
  - Muncie MPO MTP - [www.co.delaware.in.us/departments/division.php?structureid=173](http://www.co.delaware.in.us/departments/division.php?structureid=173)

### David Benefiel, AICP

Principal Transportation Planner

Federal Funding and Programming Lead

Community Planning, Public Participation, Grantwriting, & Architectural History

[dave@heartlandmpo.org](mailto:dave@heartlandmpo.org)

### Anderson MPO

739 Main Street

Anderson, IN 46016

Tel. (765)640.4201

[www.heartlandmpo.org](http://www.heartlandmpo.org)



U.S. Department  
of Transportation

<b>Federal Transit Administration</b> Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253	<b>Federal Highway Administration</b> Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576
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April 28, 2025

Roy Nunnally, Director  
Asset Management Division  
Indiana Department of Transportation  
100 N Senate Ave. N925  
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding for the Madison County Council of Governments' (MCCOG) planning documents. The Madison County Council of Governments' Planning Area is within the 9-county Indianapolis air quality conformity area and the Muncie air quality conformity area. The Indianapolis air quality conformity area is comprised of Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan and Shelby Counties. The Muncie air quality conformity area is comprised of Delaware County. The need for this new conformity finding stems from the new FY 2026-2030 MCCOG Transportation Improvement Program (TIP).

Madison and Hancock Counties are designated as Maintenance for the 1997 Ozone Standard until October 19, 2027. Delaware County is designated as Maintenance for the 1997 Ozone Standard until January 3, 2026.

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.

Therefore, FHWA and FTA affirms the following planning documents conform to air quality conformity rule requirements:

- MCCOG FY 2022-2026 Transportation Improvement Program (Including Amendment 16-2024)
- MCCOG FY 2026-2030 Transportation Improvement Program (Original)
- MCCOG 2050 Metropolitan Transportation Plan (Original)

Please note that the FY 2026-2030 TIP is not incorporated into INDOT's current Statewide Transportation Improvement Program (STIP), therefore, the FY 2022-2026 TIP is the only TIP officially recognized by FHWA and FTA.

This conformity determination letter supersedes all previous conformity determination letters for this MPO. Conformity determination letters issued for amended MTPs (i.e., MTPs that have not been updated in accordance with the requirements outlined in 23 CFR 450.324) do not restart the conformity clock for those documents.

If you have any questions, please feel free to contact Paige Story, FHWA, at 317-226-7476 or [paige.story@dot.gov](mailto:paige.story@dot.gov); or Tony Greep, FTA, at 312-353-1646 or [anthony.greep@dot.gov](mailto:anthony.greep@dot.gov).

Sincerely,

Michelle L. Herrell  
Division Administrator  
FHWA Indiana Division

cc: (transmitted by e-mail)  
Tony Greep, FTA  
Erica Tait, FHWA  
Tony Maietta, EPA Region 5  
Brandon Burgoa, INDOT  
Jay Mitchell, INDOT  
Shawn Seals, IDEM  
Anna Gremling, IMPO  
Kristyn Sanchez, IMPO  
Jen Higginbotham, IMPO