



TRANSPORTATION IMPROVEMENT PROGRAM

Terre Haute

Seelyville

West Terre Haute

Vigo County

SFY 2012 – 2015

Metropolitan Planning Organization
West Central Indiana Economic Development District, Inc.
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ACKNOWLEDGEMENTS

Transportation Planning Partners

City of Terre Haute
Federal Highway Administration – Indiana Division
Federal Transit Administration – Region V
Indiana Department of Environmental Management
Indiana Department of Transportation
Terre Haute City Council
Terre Haute International Airport Authority
Terre Haute Transit Utility
Town of Seelyville
Town of West Terre Haute
U.S. Environmental Protection Agency – Region V
Vigo County Auditor
Vigo County Board of Commissioners
Vigo County Council

Interagency Consultation Group (Air Quality)

Federal Highway Administration – Indiana Division
Federal Transit Administration – Region V
Indiana Department of Environmental Management
Indiana Department of Transportation
Terre Haute Transit Utility
U.S. Environmental Protection Agency – Region V

Transportation Policy Committee

Duke Bennett, Chair Mayor City of Terre Haute	Timothy Seprodi, Vice Chair Auditor Vigo County
Judy Anderson Commissioner, 2 nd District Vigo County Board of Commissioners	John Mullican President/Councilman Terre Haute City Council
Ed Ping Councilman Vigo County Council	Darrel Huyett President Terre Haute Int. Airport Authority
Scott McClain President West Terre Haute Town Board	Brent Spier Town Manager Town of Seelyville
Fred Wilson President Vigo County Area Planning Commission	Alan Plunkett District Deputy Commissioner Indiana Dept. of Transportation - Crawfordsville
Reginald Arkell Technical Advisor Federal Transit Administration	Larry Heil Technical Advisor Federal Highway Administration

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Ron Hinsenkamp, Chief Transportation Planner
Patricia Macke, Transit Planner
Jackie Mitchell, Highway Planner
Daniel Wegner, Highway Planner/Modeler

APPROVALS

TRANSPORTATION POLICY COMMITTEE
METROPOLITAN PLANNING ORGANIZATION
WEST CENTRAL INDIANA ECONOMIC DEVELOPMENT DISTRICT, INC

Resolution Number 051011-01

A resolution approving the Terre Haute-Vigo County Transportation Improvement Program for State Fiscal Years 2012 - 2015 (hereinafter referred to as the TIP).

WHEREAS, West Central Indiana Economic Development District, Inc. (WCIEDD) is the Metropolitan Planning Organization (MPO), designated by the Governor of Indiana, for the Terre Haute – Vigo County Metropolitan Planning Area (MPA) pursuant to 23 U.S.C. 450.310; and

WHEREAS, The MPO, in cooperation with the Indiana Department of Transportation and affected public transportation operator(s), is statutorily required to develop and publish a TIP that includes a list of capital and non-capital surface transportation projects proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53, and regionally significant projects requiring an action by the Federal Highway Administration or the Federal Transit Administration, regardless of funding source, to be carried out in the MPA over the next four years; and

WHEREAS, The MPO used a continuous, cooperative and comprehensive (3C) metropolitan planning process that substantially complies with the intent of 23 CFR 134 and 23 CFR 450 to develop the TIP; and

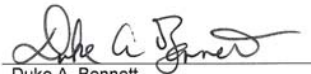
WHEREAS, The MPO initiated consultation with the Interagency Consultation Group on April 4, 2011 and the agencies concurred with the MPO finding that the projects listed in the TIP are exempt, per 40 CFR 93.126 or 127, or they did not take exception to the MPO finding that: 1) each nonexempt project in the TIP is consistent with the design concept and scope of the project that was modeled in the most recent conformity demonstration; 2) the open to traffic date of each non-exempt project in the TIP is consistent with the open to traffic dates in the most recent conformity demonstration; and (3) that the previous emissions analysis meets the requirements of 40 CFR 118 & 119 and demonstrates the conformity of this TIP; and

WHEREAS, Printed draft copies of the TIP were made available for public review and comment from April 5th, 2011 to April 14th, 2011 at the MPO's office located at 1718 Wabash Ave., Terre Haute, IN 47807; at the Main Branch of the Vigo County Library, One Library Square, Terre Haute, IN 47807; and in electronically accessible format on the World Wide Web; with no adverse public comments received; Now

THEREFORE BE IT RESOLVED, The WCIEDD Transportation Policy Committee hereby approves and adopts the SFY 2012 -2015 Transportation Improvement Program for the Terre Haute - Vigo County Metropolitan Planning Area.

The above and foregoing resolution was hereby adopted this 10th day of May 2011 during a regular meeting of the MPO's Transportation Policy Committee held in Terre Haute, IN.

Attest:



Duke A. Bennett
Mayor, City of Terre Haute
Transportation Policy Committee Chair



Ronald M. Hinsenkamp
WCIEDD Chief Trans. Planner
Transportation Policy Committee Recorder



INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

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PHONE: (317) 232-5496
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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

May 18, 2011

Mr. Merv Nolot
Executive Director
West Central Indiana Economic Development District
1718 Wabash Ave., P.O. Box 359
Terre Haute, IN 47808-0359

Dear Mr. Nolot:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2012-2015 Transportation Improvement Program for the West Central Indiana Economic Development District. State and locally initiated transportation projects were reviewed for accuracy and compliance under the Safe, Accountable, Flexible, Efficient, and Transportation Equity Act: A Legacy for Users of 2005. (SAFETEA-LU)

It is my pleasure to inform you that on behalf of Governor Mitchell E. Daniels Jr., I approve your FY 2012-2015 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2012-2015 timeline and will be included by reference in the FY 2012-2015 Indiana Statewide Transportation Improvement Program. However, projects not shown by reference will be amended into the INSTIP upon request.

If you should have any questions, please feel free to contact Audra Blasdel at 317-234-5142.

Sincerely,



Michael B. Cline
Commissioner
Indiana Department of Transportation

MBC/JAH/jh

cc: Bob Zier
Jim Stark
Jay DuMontelle
Audra Blasdel
Roy Nunnally
Larry Heil
Jeanette Wilson
Alan Plunket
Michelle Allen

TIP DEVELOPMENT, IMPLEMENTATION AND EXECUTION

Principal References

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [Public Law 109-59]
23 CFR Part 450, Planning Assistance and Standards
40 CFR Part 93, Determining Conformity of Federal Actions to State or Federal Implementation Plans
49 U.S.C. Chapter 53, Public Transportation
Terre Haute – Vigo County Long Range Transportation Plan 2030 Update
SFY 2010-2013 Transportation Improvement Program
Coordinated Public Transit Human Services Transportation Plan
The Vigo County Regional ITS Architecture

Introduction

As part of the continuing, cooperative and comprehensive (3C) metropolitan transportation planning process prescribed in 23 CFR 450, Subpart C, West Central Indiana Economic Development District (WCIEDD), as the designated Metropolitan Planning Organization (MPO) for the Terre Haute – Vigo County Metropolitan Planning Area (MPA), must develop and maintain a Transportation Improvement Program (TIP) for the MPA. The MPA is the geographic area determined by agreement between the MPO and the Governor of Indiana, in which the federally mandated metropolitan transportation planning process is to be carried out. Currently the MPA is comprised of the Terre Haute Urbanized Area (City of Terre Haute, Town of Seelyville, Town of West Terre Haute and urbanized portions of Vigo County) and the remaining rural portions of Vigo County (see Figure 1).

The TIP is primarily a listing of all capital and non-capital surface transportation projects (or phases of projects) in the MPA that are programmed for implementation by the MPO's local and state planning partners over the next four years using federal funds provided under 23 U.S.C. and 49 U.S.C. Chapter 53. Some examples of projects that must be included in the TIP are: highway and road projects, transit projects (both capital and operational), transportation enhancement projects,

Federal Lands Highway Program projects, scenic byway projects, local and state highway safety projects, trails projects, pedestrian walkway projects and bicycle facility projects.

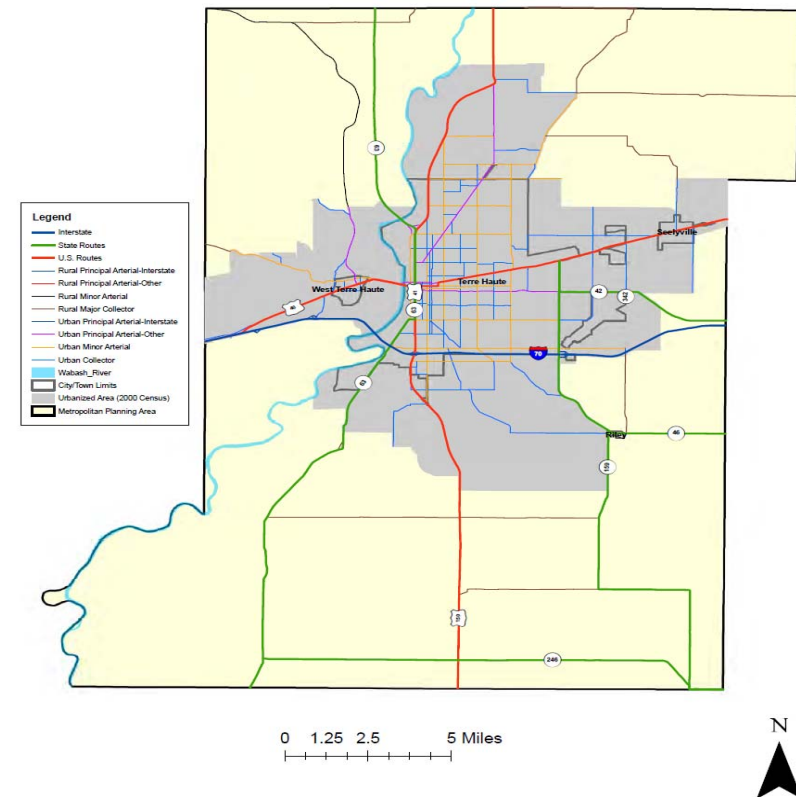


Figure 1: Terre Haute-Vigo County MPA

The TIP must also contain all regionally significant projects, irrespective of the project's funding source(s), that require some type of action by the Federal Highway Administration (FHWA) or the Federal

Transit Administration (FTA). In addition the TIP must include, for public information and air quality conformity purposes, all regionally significant projects proposed to be funded with federal funds other than those administered by the FHWA or FTA, as well as all regionally significant projects to be funded with non-federal funds. Minimum criteria used to determine a *regionally significant project* is provided in Appendix 1.

Consistency of the TIP with Other Planning Documents

Each project (or project phase) included in the TIP must be consistent with the *Updated Terre Haute-Vigo County Long Range Transportation Plan 2030* (LRTP). The MPO staff verifies this consistency during the normal TIP development or amendment process by comparing the proposed list of projects to be included in the TIP against the goals, objectives and project lists contained in the LRTP.

Project Selection and Prioritization

Generally, local projects selected for inclusion in the TIP originate from the LRTP, rollover from the previous TIP, or are selected for inclusion as a result of an MPO or INDOT *Call for Projects*. State sponsored projects included in the TIP are selected by the Indiana Department of Transportation (INDOT) Crawfordsville District and/or INDOT Central Office after consultation with the MPO.

Project prioritization is an important element in the TIP development process, especially since the demand for federal transportation projects usually exceeds the level of federal funds available for use. The process of prioritizing projects is also influenced by federal, state and local policy-level decision making and the availability of federal, state and local funds.

The Transportation Policy Committee has established the following priorities for funding local projects contained in the TIP.

- Priority 1 – Construction/Capital Assistance
- Priority 2 – Right-of-way Acquisition/Operating Assistance

Priority 3 - Preliminary Engineering/Retrofit/Education

Technical and non-technical factors (i.e. safety, congestion, traffic/ridership volume, air quality, quality of life, economic development, land use, etc.) are also used to help identify and prioritize projects that have the greatest need for implementation.

Projects and project phases included in the first year of the approved TIP constitute the “agreed to” list of projects that have been selected for implementation and no further selection action is required by the project sponsor to implement the identified project or project phase, except to comply with the *INDOT LPA Process Guidance Document*. Local project sponsors must coordinate and receive both MPO and INDOT approval to advance projects and project phases identified in subsequent years of the TIP. This concurrence and approval is normally accomplished by either verbal or e-mail verification of project eligibility by the MPO and INDOT District LPA Coordinator issuance of the *Notice of Authorization* described in the *INDOT LPA Process Guidance Document*.

Fiscal Constraint

Under federal regulations, the TIP must be fiscally constrained (estimated year of expenditure costs cannot exceed reasonably expected revenues from all sources) by year and include a financial plan to implement programmed projects. The financial plan included in Appendix 2 provides a summary of expected revenues and programmed year of expenditure projects costs, and demonstrates this TIP is fiscally constrained.

Public Participation

The Public Participation Plan (PPP) adopted by the Transportation Policy Committee (TPC) recognizes the importance of providing citizens, affected public agencies, users and operators of the various modes of the transportation system (i.e. transit, freight, pedestrian, etc.), and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The PPP also describes the methods and techniques that are typically used during development

of new transportation planning documents to provide opportunities for public participation in the process.

The following specific actions were taken to afford local officials, stakeholders, the general public and other interested parties with an opportunity to comment on the draft version of this TIP.

- 1) MPO staff members met with the local officials in late December 2010 and in early January 2011 to identify candidate projects to be advanced in this new TIP.
- 2) On February 18th, 2011, an early coordination meeting was held with INDOT and FHWA representatives to review the proposed list of state projects to be included in the new TIP.
- 3) On February 22nd, 2011, during a public meeting of the Transportation Technical Committee (TTC), the TTC developed a proposed list of projects to be recommended to the Transportation Policy Committee (TPC) for inclusion in this new TIP.
- 4) On March 15th, 2011, during a meeting open to the public, the TPC approved the TTC recommended list of proposed projects to be included in the new TIP.
- 5) A notice was published in the Terre Haute Tribune Star on April 5, 2011 that a draft copy of this TIP was available for public review and comment from April 5th to April 14th, 2011 at the WCIEDD office, the Main Branch of the Vigo County Public Library and in electronically accessible format on the MPO web site. No public inquiries or comments were received in response to this notice.
- 6) Members of the various MPO committees (TPC, TTC, Transportation Advisory Committee, etc.) and the Interagency Consultation Group (FHWA, FTA, EPA, INDOT, IDEM and THTU) were notified via e-mail that the draft TIP was posted on the MPO web site in electronically accessible format for comment and review from April 5th to April 14th, 2011. No comments were received from MPO committee members or the

Interagency Consultation Group. Some comments were received from representatives of different offices/sections/divisions at INDOT. These comments and the responses to them are summarized in Appendix 3.

- 7) The draft TIP was presented, discussed and adopted during a public meeting of the TPC on May 10th, 2011.

As a result of these efforts to engage the public in the TIP development process, the MPO did not receive any significant comments that raised any material issues about the draft TIP. Some administrative corrections and formatting changes were made to improve the readability of the programmed project listing sections of the TIP after completion of the public comment period.

TIP Approval Process

The TIP must be approved by the Transportation Policy Committee and then by the Governor. After the TIP is approved by the Governor, it is included without change, directly or by reference, in the State Transportation Improvement Program (STIP), which is published by the state under 23 U.S.C. 135. The STIP is the statewide transportation planning document that lists all transportation projects in the state that are to be funded with federal funds.

TIP Amendment & Modification

Although the TIP covers a four year period, it is typically updated every one or two years. Between these updates, changes to the TIP, in the form of administrative modifications and amendments, are processed and approved using the procedures in Appendix 4.

TIP Air Quality Conformity Determination

Federal regulations require the integration of transportation and air quality planning in areas designated by the U.S. Environmental Protection Agency (EPA) as an air quality non-attainment or maintenance area. In these designated areas, as a pre-condition to the

use of federal funding, the MPO must assess the air quality impact of planned, non-exempt transportation projects (40 CFR 93.126 – 129) in conjunction with the development, amendment and publication of their LRTP and TIP. The results of this analysis are then used to make a formal determination that planned, non-exempt transportation projects will not worsen air quality by violating specified baseline pollutants amounts or budgets established in the State Implementation Plan (SIP), or interfere with attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in the designated area.

Vigo County was designated as a basic non-attainment area for ozone under the 8-hour ozone standard in June of 2004 and subsequently re-designated a maintenance area in February 2006. Therefore, as a ozone maintenance area, the MPO must demonstrate that the LRTP and TIP conform to the original 2002 baseline amount of ozone precursor pollutants of volatile organic compounds (VOC) and nitrogen oxides (NOx) in 2010, 2015, 2020 and 2030.

The current Air Quality Conformity Analysis (AQCA) for the Terre Haute – Vigo County MPA was made in conjunction with the development and publication of an updated LRTP in June 2009. FHWA and FTA issued a finding on June 30, 2009 that the updated LRTP and the SFY 2007-2010 TIP complied with the conformity rule. They subsequently issued a conformity finding on June 22, 2010, based on the June 2009 AQCA, that the SFY 2010-2013 TIP complied with the conformity rule. Copies of the updated LRTP, the supporting AQCA and the FHWA and FTA findings are available for review at the MPO office during normal business hours (Monday – Friday, 8:00 AM to 4:30 PM). They are also available in electronically accessible format on the MPO web site (http://www.westcentralin.com/transport/MPO_documents.html).

Since the MPO has determined that all non-exempt projects presented in this TIP (see Table 1 for a summary listing of these non-exempt projects) are consistent with the phasing and design concept and scope included in the most recent AQCA, there is no need to update the June 2009 conformity analysis at this time. However, a new FHWA and FTA conformity finding is required, since the current June 22, 2010 finding does not apply to this TIP. The MPO initiated consultation with the Interagency Consultation Group on April 4th, 2011 and none of these

agencies are expected to take exception with the MPO finding that the air quality conformity determination made for the LRTP also applies to the presented SFY 2012-2015 TIP. Documentation of this interagency consultation is available for review upon request.

Sponsor	Corridor, DES or Project Number	Facility	FC	Work Type	Location or Description	AQ Conformity Page Number
INDOT	036 ¹	SR 641	12	New Road Construction	Terre Haute Bypass from US 41 to I-70	67
Terre Haute	0500764	ST1001	16	Added Travel Lanes	Margaret Ave: US 41 to 7 th St	68
Terre Haute	0810340	ST1001	16	Added Travel Lanes	Margaret Ave: 7 th St to 14 th St	68
Terre Haute	0901753	Harlan Rd	7	Intersect. Improvement. W/Added Turn Lanes	Widening to five lanes from US 41 to Industrial Park Access Road	68

Table 1: Non-Exempt TIP Projects

¹ In conjunction with the development of the SFY 2010-2013 STIP, INDOT and FHWA agreed to the use of a single corridor project number for major new corridor projects instead of individual DES numbers. Therefore, this corridor number (036) now includes projects previously identified as DES 0400857, DES 9133820, DES 9738400, DES 0200304, DES 0200305 and DES 0200306 in the June 2009 Air Quality Conformity Determination. The scope of this re-numbered corridor project is still consistent with the phasing and design scope include in the most recent AQCA.

Planning Process Self-Certification

Concurrent with the submittal of a new TIP to FHWA and FTA, and as part of the STIP approval process, the MPO and INDOT must certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. This certification, a copy of which is included as Appendix 5, must be completed at least every four years.

Status of Major Projects from the Previous TIP

The SFY 2010-2013 TIP included several major projects or project phases (preliminary engineering, right-of-way and construction) that were implemented during the previous TIP cycle. Following is a brief summary of the status of these major projects.

- 1) **Project Name:** SR 641 Bypass **Sponsor:** INDOT

Project Description: This added capacity project, sponsored by INDOT, involves the construction of a new four-lane, full access control roadway connecting US 41 southeast of Terre Haute to I-70 east of the city. The new roadway begins at a new interchange on US 41 near Bono Road and proceeds northeast from US 41 towards I-70. The project is approximately 6.2 miles in length and separated into four segments: Phase I from US 41 to Woodsmall Road; Phase II from Woodsmall Road to northeast of Feree Road; Phase III from northeast of Feree Road to east of Riley Road; and Phase IV from east of Riley Road to the SR 46/I-70 Interchange.

Project Status: INDOT officially opened Phases I and II of the project to traffic on October 26th, 2010. FHWA issued a Finding of No Significant Impact (FONSI) on June 30, 2010 for Phases III and IV after evaluation of proposed alignments for these sections of the project. Right-of-way acquisition began shortly thereafter and preliminary design and engineering are now nearly complete. Construction should begin on these two phases in 2011/2012 and it is anticipated the entire bypass will be open to traffic by the end of 2014.

Notes: The various phases of this project were shown in the previous TIPs with the primary project DES Numbers 0400857, 9138220, 9738400, 0200304, 0200305 and 0200306. However with the concurrence of FHWA, INDOT decided to list this project in the new TIP and INSTIP as Corridor ID 036.

- 2) **Project Name:** Canal/McDaniel Road **Sponsor:** Vigo County

Project Description: This 2.6 mile project was part of the 13th Street/Canal Road Corridor Project. The project, which involved a new terrain alignment of some existing sections of Canal and McDaniel Roads, widened the roadway to four lanes from I-70 to the new SR 641/McDaniel Rd Interchange (northeast of Feree Rd). The project was constructed in two phases (I-70 to Feree Rd and Feree Rd to the SR 641/McDaniel Rd Interchange) and included construction of a new bridge, replacement of an existing bridge and rehabilitation or replacement of several at grade railroad crossings.

Project Status: Both phases of this project were opened to traffic by Vigo County officials on October 26th, 2010.

The American Recovery and Reinvestment Act of 2009 (ARRA) provided federal funding for a number of highway/roadway and transit projects that were still underway when the last TIP was adopted on May 18, 2010. Table 2 provides an update on the status of these ARRA projects.

Sponsor	Project Description	Status/Remarks
Terre Haute	Road Reconstruction: Brown Ave. Phase II: Wabash Ave to Locust St.	Project was opened to traffic in Sep 2010. However, some additional pavement marking must be completed in the Spring 2011.

Vigo County	Intersection Improvement: 7 th Street & Springhill Dr.	Project was opened to traffic in December 2010. However, the top coat of asphalt and permanent pavement markings must be completed in the Spring 2011.
Vigo County	Resurface: Springhill Rd: US 41 to 7 th Street	Complete.
THTU	Transit Maintenance Facility Rehab	Substantially Complete.
THTU	GPS System Upgrade for 15 Transit Vehicles	Substantially Complete.
THTU	Purchase & Erect 5 Bus Shelters	Complete.
WCIEDD	GPS System for 5 Transit Vehicles	Cancelled – Funds withdrawn.

Table 2: ARRA Project Status

Local Project Status Reporting

As a management tool to insure local projects identified in the TIP move through the project development cycle to construction or execution in a timely manner, the TPC established a requirement that local project sponsors prepare and submit a quarterly report to the MPO for each local highway or roadway project identified in the TIP. Reports are due to the MPO 21 days after the end of each calendar year quarter (April 21st, July 21, November 21st and January 21st) and they will continued to be submitted until the project is completed. The MPO specifies the report format and process for submitting reports. Failure to move the project through the project development cycle in a timely manner (for construction projects this is normally 24 to 36 months from initial project

approval to construction letting), or to submit required reports each quarter, could result in a TPC decision or recommendation to revoke award of federal funds for the project.

Local Project Change Order Policy

The following procedures will be followed by Local Public Agencies (LPAs), Project Construction Engineers and the INDOT Crawfordsville District Construction Area Engineer regarding all federal-aid local project change orders:

- 1) When the LPA is informed by the Project Construction Engineer that a change order is required, the LPA shall contact the MPO to determine what portion of the federal-aid funds programmed for the project in the TIP are available. The MPO will verify by phone whether or not local federal-aid funds are available to support the change order and inform the LPA if funds are available.
- 2) If funds are available, the LPA will complete the change order form along with the amount of federal-aid funds being requested, and send it directly to the MPO. The MPO's Chief Transportation Planner or his/her designee will sign the change order and indicate the amount of local federal funds, if any, and local funds required. The MPO will return the change order to the LPA for approval by the Board of Public Works, Town Council or Board of County Commissioners, as appropriate.
- 3) The LPA will provide a signed copy of the change order to the MPO.
- 4) The MPO will forward the signed change order with the corresponding state Designation Number (Des #) to INDOT's Office of Policy and Budget Fiscal Management and the INDOT Crawfordsville District Area Engineer.
- 5) It is the responsibility of the LPA to ensure that change orders have been provided to the MPO and that the MPO has signed off

on the change order, assuring that the federal-aid funds are available.

- 6) If this change order policy is not followed, the local government agency requesting federal-aid funds will be required to use 100% local funds for the change order.

When additional federal-aid funds are not available within the amount programmed in the TIP, the LPA may request a TIP amendment or administrative modification to increase the amount of federal-aid available to the project. To facilitate such an eventuality, 5% of estimated federal funds allocated to the STP-II, CMAQ and HSIP Programs will be left unprogrammed in the TIP so long as those unprogrammed funds are not in danger of being lost. As the custodian of these funds, the MPO’s Chief Transportation Planner will determine when all unprogrammed funds must be programmed.

Programmed Project Listings

Projects and project phases programmed for advancement under this TIP are included as Appendices 5 – 9. These appendices are organized by sponsoring jurisdiction or agency as indicated below.

- 1) Appendix 5 – Indiana Department of Transportation
- 2) Appendix 6 – City of Terre Haute
- 3) Appendix 7 – Terre Haute Transit Utility
- 4) Appendix 8 – Vigo County
- 5) Appendix 9 – West Central Indiana Economic Development District (Senior, Disabled, Rural Transit)

Each appendix is further organized by route number, DES/Corridor number, year and project phase. Table 3 provides a brief explanation of each column heading used in the appendices.

Column Heading	Explanation
Sponsor	The jurisdiction or agency sponsoring the project.
Corridor, DES or Project Number	The unique project identification number assigned by INDOT, FTA or the MPO.
KIN	Projects/phases with the same KIN number are programmed to be bid together.
Facility	The name of the principal roadway that the project involves, if applicable.
FC	The functional classification of the roadway assigned by FHWA, if applicable.
Work Type	The principal type of work to be performed.
Location/Description	Self-explanatory.
Project Length	The approximate length of the roadway segment covered by the project, if applicable.
Project AQ Exempt	Indicates whether the project is exempt from an air quality conformity determination under 40 CFR 93.126 – 129.
Federal Funding Category	The code of the federal funding program being used to fund this phase of the project (see Appendix 2 for an explanation of funding codes).
State Fiscal Year	The state fiscal year (Jul 1 – June 30) the project phase is programmed.
Phase	The phase of the work to be performed (PE – Preliminary Engineering, RW – Right-of-way and CN – Construction)
Federal Share	The amount of federal funds programmed for this phase of the project.
% Federal	The percent of total phase costs programmed to be funded with federal funds.
State Share	The amount of matching state funds programmed for this phase of the project or the matching funds provided by the State Public Mass Transportation Fund (PMFT) for transit projects.
% State	The percent of total phase costs programmed to be funded with state funds.
Local Share	The amount of matching local funds programmed for this phase of the project.
% Local	The percent of total phase costs programmed to be funded with local funds.
Total	The total programmed cost of this phase of the project.
Estimated Additional Cost to Complete Project	The total estimated additional cost to complete the project. Timeframe, source of funding, etc. are still to be determined (TBD).

Table 3: Explanation of Column Headings for Project Listings

APPENDIX 1 – REGIONALLY SIGNIFICANT PROJECT DESIGNATION CRITERIA

The following minimum criteria are used to determine what constitutes a regionally significant transportation project for TIP and air quality conformity purposes. These criteria were established through the cooperative efforts of the Indiana MPO Council, INDOT, IDEM, FHWA, FTA and U.S. EPA.

Type Facility: Interstates, Expressways and Toll Roads	
Project Expansion Type	Regionally Significant when ...
New Segment	Any
Added Through Lanes	Any
Continuous Auxiliary Lanes	> ¼ mile
New Interchanges	Any
Modification of Existing Interchanges	AQ consultation required to determine significance
Type Facility: Principal Arterial	
Project Expansion Type	Regionally Significant when ...
New Segment	Any
Added Through Lanes	Any
Continuous Auxiliary Lanes	> 1 mile
New Interchanges	Any
Modification of Existing Interchanges	AQ consultation required to determine significance
Separation of existing railroad grade crossings	Not Regionally Significant
Type Facility: Minor Arterial	
Project Expansion Type	Regionally Significant when ...
New Segment	> 1 Mile
	¾ to 1 mile, AQ consultation required to determine significance
	< ¾ Mile, not Regionally Significant
Added Through Lanes	> 1 Mile ¾ to 1 mile, AQ consultation

Type Facility: Minor Arterial (Continued)	
Project Expansion Type	Regionally Significant when ...
Added Through Lanes (Continued)	required to determine significance
	< ¾ mile, not Regionally Significant
Continuous Auxiliary Lanes	> 1 mile
Separation of existing railroad grade crossings	Not Regionally Significant
Rail and Fixed Guide-way Transit	
Project Expansion Type	Regionally Significant when ...
New Route or Service	Any
Route Extension with Station	> 1 mile
Added track or guide-way capacity	> 1 mile
New Intermediate Station	AQ consultation required to determine significance
Bus and Demand Response Transit	
Project Expansion Type	Regionally Significant when ...
New Fixed Route	AQ consultation required to determine significance
New Demand Response Service	Not Regionally Significant
Added Service to existing	Not Regionally Significant

Source: Indiana Interagency Consultation Group Conformity Consultation Guidance, August 2007

APPENDIX 2 – FINANCIAL PLAN

Primary Federal Revenue Resources

SAFETEA-LU provides greater flexibility for the use of federal transportation funds at the state and local levels. Once used primarily for highway improvements on state and federal roadways, these funds can now be used for a multitude of transportation related activities. Certain funds can now be used for projects such as roadway aesthetics, pedestrian and bicycle facilities, environmental impact mitigation, preservation of historic transportation facilities, transit facilities, and right-of-way corridor preservation. The following table (Table 4) presents an overview of the common federal funding sources available to help pay for transportation projects and programs.

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Highway, Enhancement & Other Programs				
Interstate Maintenance Program	IM	This program is for the rehabilitation, restoration and resurfacing of the Interstate System only.	INDOT	90% Federal 10% Non-Federal
National Highway System Program	NHS	This program provides funding for major roads including the Interstate System as well as other nationally significant routes in Indiana.	INDOT	80% Federal 20% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
State/District Surface Transportation Program	STP	These state and district programs are for the construction, rehabilitation, restoration, maintenance, resurfacing and preservation of functionally classified roads and highways in Indiana.	INDOT	80% Federal 20% Non-Federal
MPO Group I Surface Transportation Program	STP-I	This dedicated program is primarily for construction, rehabilitation, restoration and maintenance of FHWA functionally classified roads and highways in Group I urbanized areas that have populations greater than 200,000. This program does not apply to the Terre Haute - Vigo County MPA.	MPO	80% Federal 20% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
MPO Group II Surface Transportation Program	STP-II	This dedicated program is primarily for construction, rehabilitation, restoration and maintenance of FHWA functionally classified roads and highways in Group II urbanized areas that have populations greater than 50,000 and less than 200,000. This program applies to the Terre Haute - Vigo County MPA.	MPO	80% Federal 20% Non-Federal
Urban Group III Surface Transportation Program	STP-III	This competitive program serves Group III urbanized areas which have populations smaller than 50,000 and larger than 5,000. The program is used for any variety of transportation investments but is most commonly used to rehabilitate and replace roads, or to provide for new roads. There are no eligible Group III urbanized areas in the Terre Haute - Vigo County MPA.	INDOT	80% Federal 20% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Rural Group IV Surface Transportation Program	STP-IV	This competitive program serves all rural counties and Group IV communities with populations less than 5,000. The program is used for a variety of transportation investments but is most commonly used to rehabilitate and replace roads, or to provide for new roads. This program applies to the non-urbanized area of the Terre Haute - Vigo County MPA.	INDOT	80% Federal 20% Non-Federal
Transportation Enhancement Program	TE-II TE-IV	This competitive program provides communities, inside the MPO's designated urbanized area, with funds for 12 exclusive activities such as pedestrian facilities, rehabilitation and restoration of historic transportation related structures, and environmental mitigation to address water pollution due to highway runoff. The MPO selects and prioritizes Group I and Group II projects, which are then validated and approved by INDOT.	MPO - Projects within Group I and II Urbanized Areas INDOT - Projects outside Group I and II Urbanized Areas	80% Federal 20% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Highway Safety Improvement Program	HSIP HSIP-II	This competitive program provides funding to correct or alleviate safety problems or potentially hazardous situations on the state and local system. The MPO selects and prioritizes Group I and Group II funded safety projects, which are then validated and approved by INDOT.	INDOT - Projects outside Group I and II Urbanized Areas MPO - Projects within Group I and II Urbanized Areas	90% Federal 10% Non-Federal
Rail/Highway Crossing Program	RRS	This program provides funding, commonly referred to as Section 130 funding, to install train-activated warning bells, flashing lights, and gates at the most hazardous rail-highway crossings on the state or local highway system. Section 130 funds cannot be used at private rail-highway crossings.	INDOT	100% Federal
State Bridge Program	BR	The program is used to rehabilitate and replace existing bridges on highways and roadways maintained by the State of Indiana.	INDOT	80% Federal 20% State

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Local Bridge Program (Outside Urbanized Area)	BR - IV	The competitive program is used to rehabilitate and replace existing local bridges across the State of Indiana. Bridges located inside Group I and Group II urbanized areas are ineligible for funding under this program. Federal-aid bridge projects inside Group I and Group II urbanized areas are funded by the applicable MPO with STP funds.	INDOT	80% Federal 20% Non-Federal
Congestion Mitigation Air Quality Program	CMAQ	This competitive program provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards. Selected projects are validated and approved by FHWA.	MPO - Projects within MPAs INDOT - Projects outside MPAs	80% Federal 20% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Recreational Trails Program	RTP	This competitive program provides financial assistance for the acquisition and/or development of motorized and non-motorized recreational trails projects. The program is administered by the Indiana Department of Natural Resources, but RTP projects must be included in the TIP since federal funds for these projects are provided by FHWA under Title 23.	IDNR	80% Federal 20% Non-Federal
High Priority Projects Program	HPPP	Provides designated funding for specific projects identified by Congress.	Congress	80% Federal 20% Non-Federal
Safe Routes to School	SRTS	This competitive program provides funding for infrastructure and educational programs for bicycle and pedestrian safety at elementary and middle schools.	INDOT	100% Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Transportation & Community & System Preservation	TCSP	This competitive program provides funding for planning grants, implementation grants, and research to investigate and address the relationship between transportation and community and system preservation.	FHWA	100% Federal
National Scenic Byway Program	NSB	This competitive program provides funding to preserve, protect, enhance and recognize nationally designated transportation corridors of unique character. The National Road (U.S. Hwy 40) is the single designated NSB corridor in the Terre Haute – Vigo County MPA.	FHWA	80% Federal 20% Non-Federal
Transit Programs				
Section 5307	FTA 5307	Section 5307 is a formula grant program for urbanized areas that provides capital and operating assistance for mass transit.	FTA	<u>Capital</u> 80% Federal 20% Non-Federal <u>Operating</u> 50% Federal 50% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Section 5309	FTA 5309	Provides funding for the establishment of new rail or bus way projects (New Starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems.	FTA	80% Federal 20% Non-Federal
Section 5310	FTA 5310	This program provides transit capital assistance, through the state, to private non-profit organizations and public bodies that provide specialized transportation services to elderly and/or disabled persons.	INDOT	80% Federal 20% Non-Federal
Section 5311	FTA 5311	This program enhances access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation; and assists in the maintenance, development, improvement and use of public transportation in rural and small-urban areas.	INDOT	<u>Capital</u> 80% Federal 20% Non-Federal <u>Operating</u> 50% Federal 50% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
Section 5316 (Job Access and Reverse Commute)	FTA 5316	This program provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low income individuals to and from jobs and other employment related services. Reverse Commute projects facilitate the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.	INDOT	80% Federal 20% Non-Federal
Section 5317 (New Freedom)	FTA 5317	The program encourages services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. The program can be used for capital and/or operating assistance.	INDOT	<u>Capital</u> 80% Federal 20% Non-Federal <u>Operating</u> 50% Federal 50% Non-Federal

Funding Program	Local TIP Abbreviation	Description	Primary Selection & Funding Decision Maker	Typical Funding Ratio
State Public Mass Transit Fund	PMTF	The PMTF is a state program that receives 0.635% of the state sales and use tax. These funds are allocated to public transit agencies on a calendar year basis using a performance based formula. Passenger trips, total vehicle miles, and locally derived income data are utilized to compute the formula allocations.	INDOT	100% State
Planning Programs				
Planning	PL	This program provides funds to MPOs to carry out the federally prescribed metropolitan transportation planning program.	INDOT	80% Federal 20% Non-Federal
State Planning & Research Grant	SPR	This program provides the State of Indiana funding for technical studies and assistance, demonstrations, planning, management training and cooperative research activities	INDOT	80% Federal 20% Non-Federal

Table 4: Federal Funding Program Summary

Financial Tables

Tables 5 and 6 below, provide a program year summary of the estimated amount of available funds, programmed funds (in year of expenditure dollars) and remaining funds available to implement the TIP. Table 7 provides more detailed analytical information concerning projected revenues and programmed expenditure for the various federal programs associated with the road and highway program.

INDOT has advised the MPO they reasonably expect to have the federal and state fiscal resources to complete their programmed projects. Likewise, local jurisdictions and transit operators have indicated they expect to have the financial resources available to provide the necessary matching funds to complete their programmed projects and to operate and maintain their portion(s) of the surface transportation network.

The information contained in Tables 5, 6 and 7 clearly shows that programmed expenditures do not exceed reasonably expected revenues. Therefore, in accordance with the requirements of SAFETEA-LU, this TIP is fiscally constrained.

Fiscal Constraint Demonstration - Road & Highway Program

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Projected Revenue				
Federal Programs				
Carryover Balance from Previous Year(s)	8,445,508	6,716,883	6,312,817	8,528,219
Projected Revenue	31,973,506	54,401,302	20,870,402	13,267,402
Sub-Total Federal Programs	40,419,014	61,118,185	27,183,219	21,795,621
State & Local Programs & Matches¹				
INDOT	7,028,126	12,712,000	6,165,000	2,558,000
Terre Haute	329,108	700,000	205,000	65,000
Seelyville	0	0	0	0
West Terre Haute	0	0	0	0
Vigo County	489,622	180,363	0	0
Sub-Total State & Local Match	7,846,856	13,592,363	6,370,000	2,623,000
Total Projected Revenue	48,265,870	74,710,548	33,553,219	24,418,621
Programmed Expenses	40,984,329	68,397,731	25,025,000	13,115,000
Available Balance²	7,281,541³	6,312,817	8,528,219	11,303,621

¹ Primary sources of local funding are the Motor Vehicle Highway Fund, Local Road & Street Fund, Economic Development Income Tax (EDIT), County Adjusted Gross Income Tax (CAGIT), Tax Increment Finance (TIF), etc.

² The MPO will periodically issue local *Calls for Projects* that should significantly reduce available balances over the life of this TIP. Local and program match amounts will correspondingly increase as federal funds are programmed.

³ \$564,658 of this available balance is a HSIP SAFETEA-LU appropriation that must be obligated by September 30, 2011. Therefore, only \$587,021 of this HSIP balance is eligible for carryover to SFY 2013. The \$564,658 plus a yet undetermined amount will be used to advance several safety related projects that are under development. Some of this work may be done through the MPO's Unified Planning Work Program (UPWP).

Table 5: Road & Highway Program Funding

Fiscal Constraint Demonstration - Transit Program

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Projected Revenue				
Federal Programs				
Section 5307	1,113,848	1,113,848	1,113,848	1,113,848
Section 5309	0	0	0	0
Section 5310	37,600	37,600	37,600	37,600
Section 5311	127,761	127,761	127,761	127,761
Section 5316	0	0	0	0
Section 5317	0	0	0	0
Sub-Total Federal Programs	<u>1,279,209</u>	<u>1,279,209</u>	<u>1,279,209</u>	<u>1,279,209</u>
State & Local Programs & Matches¹				
INDOT	476,086	476,086	476,086	476,086
THTU	1,118,913	1,118,913	1,118,913	1,118,913
WCIEDD	107,516	107,516	107,516	107,516
Sub-Total State & Local Match	<u>1,702,515</u>	<u>1,702,515</u>	<u>1,702,515</u>	<u>1,702,515</u>
Total Projected Revenue	<u>2,981,724</u>	<u>2,981,724</u>	<u>2,981,724</u>	<u>2,981,724</u>
Programmed Expenses	<u>2,981,724</u>	<u>2,981,724</u>	<u>2,981,724</u>	<u>2,981,724</u>
Available Balance	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

¹ State funds are provided through the Public Mass Transit Fund (PMTF). Primary sources of local funding are fare box revenues, Economic Development Income Tax (EDIT), County Adjusted Gross Income Tax (CAGIT), Operating Funds, Subsidies & Grants.

Table 6: Transit Program Funding

Fiscal Constraint Demonstration - Road & Highway Program Detail

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Interstate Maintenance Program				
Carryover Balance from Previous Year(s)	0	0	0	0
Projected Revenue	540,000	0	9,315,000	0
Programmed Expenses	-540,000	0	-9,315,000	0
Balance	0	0	0	0
National Highway System Program				
Carryover Balance from Previous Year(s)	0	0	0	0
Projected Revenue	229,600	121,600	1,742,400	0
Programmed Expenses	-229,600	-121,600	-1,742,400	0
Balance	0	0	0	0
Transportation Enhancement - Group II				
Carryover Balance from Previous Year(s)	260,000	260,000	520,000	780,000
Projected Revenue	260,000	260,000	260,000	260,000
Programmed Expenses	-260,000	0	0	-260,000
Balance	260,000	520,000	780,000	780,000
Transportation Enhancement - Group IV				
Carryover Balance from Previous Year(s)	702,322	639,468	0	0
Projected Revenue	0	0	0	0
Programmed Expenses	-62,854	-639,468	0	0
Balance	639,468	0	0	0
MPO Group II Program				
Carryover Balance from Previous Year(s)	2,639,729	3,901,059	2,969,759	4,018,459
Projected Revenue	1,868,700	1,868,700	1,868,700	1,868,700
Programmed Expenses	-607,370	-2,800,000	-820,000	0
Balance	3,901,059	2,969,759	4,018,459	5,887,159
Rural Group IV Program				
Carryover Balance from Previous Year(s)	340,000	0	0	0
Projected Revenue	884,000	0	0	0
Programmed Expenses	-1,224,000	0	0	0
Balance	0	0	0	0

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
State/District Program				
Carryover Balance from Previous Year(s)	0	0	0	0
Projected Revenue	25,648,504	44,361,600	3,644,800	0
Programmed Expenses	-25,648,504	-44,361,600	-3,644,800	0
Balance	0	0	0	0
State/Rural HSIP				
Carryover Balance from Previous Year(s)	0	0	0	0
Projected Revenue	0	0	0	0
Programmed Expenses	0	0	0	0
Balance	0	0	0	0
MPO HSIP Program				
Carryover Balance from Previous Year(s)	1,063,049	587,021	782,828	978,635
Projected Revenue	195,807	195,807	195,807	195,807
Programmed Expenses	-107,177	0	0	0
Balance	1,151,679 ¹	782,828	978,635	1,174,442
Rail/Highway Crossing Program				
Carryover Balance from Previous Year(s)	0	0	0	0
Projected Revenue	0	0	0	0
Programmed Expenses	0	0	0	0
Balance	0	0	0	0
Bridge Program (State)				
Carryover Balance from Previous Year(s)	0	0	0	0
Projected Revenue	1,636,000	6,882,700	3,132,800	10,232,000
Programmed Expenses	-1,636,000	-6,882,700	-3,132,800	-10,232,000
Balance	0	0	0	0
Local Bridge Program (Outside Urbanized Area)				
Carryover Balance from Previous Year(s)	552,800	194,400	194,400	194,400
Projected Revenue	0	0	0	0
Programmed Expenses	-358,400	0	0	0
Balance	194,400	194,400	194,400	194,400

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Congestion Mitigation Air Quality Program				
Carryover Balance from Previous Year(s)	2,366,540	1,134,935	1,845,830	2,556,725
Projected Revenue	710,895	710,895	710,895	710,895
Programmed Expenses	-1,942,500	0	0	0
Balance	<u>1,134,935</u>	<u>1,845,830</u>	<u>2,556,725</u>	<u>3,267,620</u>
Recreational Trails Program				
Carryover Balance from Previous Year(s)	119,637	0	0	0
Projected Revenue	0	0	0	0
Programmed Expenses	-119,637	0	0	0
Balance	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
High Priority Projects Program				
Carryover Balance from Previous Year(s)	401,431	0	0	0
Projected Revenue	0	0	0	0
Programmed Expenses	-401,431	0	0	0
Balance	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Available Balance	<u><u>7,281,541</u></u>	<u><u>6,312,817</u></u>	<u><u>8,528,219</u></u>	<u><u>11,303,621</u></u>

¹ \$564,658 of this available balance is a HSIP SAFETEA-LU appropriation that must be obligated by September 30, 2011. Therefore, only \$587,021 of the HSIP balance is eligible for carryover to SFY 2013. The \$564,658 plus a yet undetermined amount will be used to advance several safety related projects that are under development. Some of this work may be done through the MPO's Unified Planning Work Program (UPWP).

Table 7: Road & Highway Program Detail

Operations & Maintenance

Tables 8 and 9 provide system level estimates of projected revenues and expenses for operation and maintenance (O&M) of the portion of the highway and road network under the control of the principal local jurisdictions in the MPA. Projected system level O&M revenues and expenditures for those portions of the network under INDOT control are contained in the SFY 2012 – 2014 STIP, which is available in electronically accessible format on the INDOT web site at <http://www.in.gov/indot/2926.htm>.

City of Terre Haute O&M Forecast

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>Total</u>
Revenue Forecast					
Motor Vehicle Highway Fund (MVH)	3,323,876	3,323,876	3,323,876	3,323,876	13,295,504
Local Road & Street (LRS)	478,328	478,328	478,328	478,328	1,913,312
Supplemental Highway Funding	2,157,730	1,873,160	1,588,590	1,304,020	6,923,500
Other Funding (EDIT, CAGIT, General Fund, Etc.)					0
Total	5,959,934	5,675,364	5,390,794	5,106,224	22,132,316
Expense Forecast¹	4,209,729	4,209,729	4,209,729	4,209,729	16,838,916
Balance	1,750,205	1,465,635	1,181,065	896,495	5,293,400

¹ Routine street department expenses for construction, reconstruction, maintenance, operation, etc.

Table 8: Terre Haute O&M Forecast

Vigo County O&M Forecast

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>Total</u>
Revenue Forecast					
Motor Vehicle Highway Fund (MVH)	3,397,668	3,295,738	3,196,866	3,100,960	12,991,232
Local Road & Street (LRS)	579,972	562,573	545,696	529,325	2,217,566
Supplemental Highway Funding	0	0	0	0	0
Cumulative Bridge Fund	904,522	904,522	904,522	904,522	3,618,088
Other Funding (EDIT, CAGIT, General Fund, Etc.)	1,244,527	1,680,000	1,680,000	1,680,000	6,284,527
Total	6,126,689	6,442,833	6,327,084	6,214,807	25,111,413
Expense Forecast¹	6,105,940	5,715,571	5,574,104	5,436,881	22,832,496
Balance	20,749	727,262	752,980	777,926	2,278,917

¹ Routine highway department expenses for construction, reconstruction, maintenance, operation, etc.

Table 9: Vigo County O&M Forecast

APPENDIX 3 – SUMMARY OF STAKEHOLDER COMMENTS & RESPONSES

Date	Name & Agency	Comment	Response
4/4/11	Jerry Halperin INDOT Office of LPA/MPO and Grants Administration	<p>DES #0710480, on Page 34 was moved to provisional on 3/14/11.</p> <p>DES #0800838 on Page 32 shows an additional listing for PE in 2012 @ \$45,000. I checked the project log and could not find an entry that makes it a recent addition.</p>	<p>Project dropped from the final version of the TIP.</p> <p>2012 PE Phase cost increased from \$85,000 (\$68,000 Federal/\$17,000 State) to \$130,000 (\$104,000 Federal/\$26,000 State) in the final version of the TIP.</p>
4/4/11	Jay Mitchell INDOT Long-Range Planning Section	<p>DES #0710123, Page 29, HMA overlay/PM on I-70. The location/description for this project places it in Hendrix and Morgan Counties.</p> <p>DES #0710467, Page 31, Bridge Deck Overlay on SR 42. The location/description for this project places it in Putnam County.</p> <p>DES #0901753, Page 38, Intersection Improvement with Added Turn Lanes. It's an intersection project with 0.22 miles of ATL. Are you sure it's not an exempt project?</p>	<p>Project was mistakenly included in the SPMS Vigo County download provided by INDOT and the location discrepancy was missed during the initial data screening. Project dropped from the final version of the TIP.</p> <p>Project was mistakenly included in the SPMS Vigo County download provided by INDOT and the location discrepancy was missed during the initial data screening. Project dropped from the final version of the TIP.</p> <p>The Interagency Consultation Group previously determined this project should be treated as non-exempt because of the project's proximity to US 41.</p>
4/7/11	Larry Buckel INDOT Transit Section	Need a more detailed explanation (i.e. purchase replacement buses, passenger shelters, preventative maintenance, etc.) for the Transit Capital Assistance Grants listed on Pages 36 and 37.	After coordination with Larry Buckel and THTU, the project descriptions in the final version of the TIP were updated to reflect the fact that these capital assistance grants will be used for Preventive Maintenance.

APPENDIX 4 – TIP AMENDMENT & MODIFICATION PROCEDURES

Federal regulations allow for administrative modifications and amendments to the TIP. The purpose of this appendix is to establish an understanding among all planning partners regarding procedures for making these TIP changes.

Definitions:

Administrative Modification: A minor revision to the TIP that includes: correcting obvious minor data entry errors; splitting or combining projects without modifying the original project intent; changing or clarifying elements of a project description (with no change in funding) that does not alter the original project intent; moving a project from one funding program to another as long as fiscal constraint is maintained by year; shifting the schedule of a project or phase within the years covered by the TIP (again, as long as fiscal constraint is maintained by year); adding preliminary engineering, right-of-way, utility, construction engineering, etc. “phases” to a construction project that is already included in the TIP, as long as the project cost listed includes these phase costs (with no adverse impact to fiscal constraint); moving any identified project or project phase programmed for a previous year into a new TIP (rollover); and updating project cost estimates (within the original project scope and intent) that do not adversely impact fiscal constraint. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a new air quality conformity determination.

Amendment: A revision to the TIP that includes: addition/deletion of a project or phase(s) that requires a federal action (authorization or approval) and is not eligible for an Administrative Modification; change in the design concept and/or scope of a project (i.e. changing project termini, number of through traffic lanes, etc.); changes in project cost estimates that affect fiscal constraint; and changes that affect air quality conformity. An amendment requires public review and comment and typically re-demonstration of fiscal constraint. An MPO air quality conformity determination and/or re-demonstration of air quality conformity may also be required if the amendment involves non-exempt projects.

Procedures:

Administrative Modification:

The MPO Chief Transportation Planner and Executive Director are both delegated the authority to approve and issue administrative modifications to the TIP on behalf of the TPC. Therefore, no formal TPC endorsement or approval of an administrative modification is required. However, the Chief Transportation Planner will brief the TPC during their regular bi-monthly meetings about any administrative modification(s) issued by the MPO since the committee last met.

An authorized representative of the agency sponsoring the project will submit the agency’s request for an administrative modification via email to the Chief Transportation Planner. The request must clearly describe the project, the required changes and a brief explanation why the change is needed.

The MPO staff will review each request to determine the appropriateness of the request, the impact on funding and air quality conformity, consistency with the LRTP, and other factors as appropriate. If the request meets the requirements for an administrative modification, the Chief Transportation Planner or Executive Director will approve the request, insure the TIP is updated and forward the approved modification to the INDOT Intermediate Planning Section so they can update the project information in the INSTIP. If the administrative modification request is not approved, the request will be processed as an amendment.

Amendment:

An authorized representative of the agency sponsoring the project will submit their request via e-mail to the Chief Transportation Planner. The request must clearly describe the scope of the project (location, termini, length, etc.), estimated project cost, proposed phase(s), proposed funding (federal amount/matching amount), timeframe, etc. and a brief explanation why the amendment is required.

The MPO staff will review each amendment request to determine the appropriateness of the request, the impact on funding and air quality conformity, consistency with LRTP, and other factors as appropriate.

The staff will then prepare the proposed amendment(s) and furnish it to the Interagency Consultation Group (ICG) for review and comment. If the ICG determines the amendment(s) will require a new air quality conformity determination, the MPO will make such a determination, present it to the TPC for adoption and seek approval of the new determination by FHWA.

When possible, the proposed amendment(s) will also be presented to the TCC for their review and recommendation to the TPC. However, the TPC does not need a TTC recommendation before they take action on the proposed amendment(s).

A notice advising the public of the proposed amendment(s) and the establishment of a 7-day public comment period will be posted on the *Public Notices Page* of the MPO website (http://www.westcentralin.com/transport/MPO_notices.html). A summary of any significant public comments received during this public comment period will be presented to the TPC for consideration. The ICG and public comment periods will normally be conducted simultaneously.

The MPO staff will present the proposed amendment(s), a summary of any ICG or public comments received and a proposed adopting resolution to the TPC at either a regular or

special committee meeting, which is open to the public. The committee will then act on the proposed amendment (adopt, disapprove or table). The TPC may choose to adopt an amendment contingent upon satisfactory completion (no substantive adverse comments) of the ICG or public comment period. If the MPO receives substantive adverse comments after the TPC adopts an amendment, contingent upon satisfactory completion of the comment period, the MPO staff will re-present the amendment and comments at the next public TPC meeting for final action.

After the TPC adopts an amendment(s), the Chief Transportation Planner will insure the TIP is updated and forward the adopted amendment(s) to the INDOT Intermediate Planning Section so they can amend the project into the INSTIP.

APPENDIX 5 – SELF-CERTIFICATION STATEMENT

TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the West Central Indiana Economic Development District, 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 SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT 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.

West Central Indiana Economic
 Development District

Mervin J. Nolot
 Name

Executive Director

Title

Date

03/30/11

Indiana Department of Transportation

Robert Zypner
 Name

COS
 Title

Date

4/12/11

Statement Regarding Metropolitan Planning Organization Certification Review



Date of Last Review: September 9, 2010

Review Conducted By: FHWA, FTA and INDOT

Finding: The Federal Highway Administration, Indiana Division, certified that the metropolitan planning process carried out by the West Central Indiana Economic Development District, for the Terre Haute – Vigo County Metropolitan Planning Area (see attached map), substantially complies with Section 134 of Title 23 of the United States Code, Section 8 of the Federal Transit Act, and Sections 174 and 176 (c) and (d) of the Clean Air Act. This certification is valid for a four-year period beginning on September 9, 2010.

Correction Action: No corrective actions were identified during this review.

Date of Next Review: September 2014

ATTEST:

Ronald M. Hinsenkamp
 Ronald M. Hinsenkamp
 Chief Transportation Planner

Date: 3/30/11

Mervin J. Nolot
 Mervin J. Nolot
 Executive Director

Date: 03/30/11

Terre Haute – Vigo County Metropolitan Planning Area Map

