

# Delaware-Muncie Transportation Improvement Program

DMTIP FY 2026-2030



Created by the Delaware-Muncie Metropolitan Plan Commission (DMMPC)

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# **DMTIP**

## ***Preface***

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## **PUBLICATION NOTICE**

This program is the result of tax supported initiatives and as such is not subject to copyright. It has been financed in part through a grant from the United States Department of Transportation.

## **WORK PROGRAM FULFILLMENT**

The Fiscal Year 2026-2030 Delaware-Muncie Transportation Improvement Program (DMTIP) fulfills in part Work Element Number 300 of the Delaware-Muncie Metropolitan Plan Commission's Unified Planning Work Program (UPWP). The purpose of this document is to provide a comprehensive program of federally subsidized transportation improvement projects within the Muncie Metropolitan Planning Area.

## **DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION STAFF**

Kylene Swackhamer, Executive Director  
Kayla Shawver, Transportation Planner Zach Wickliffe, Principal Planner  
Fred Daniel, Demographics & Zoning Appeals Planner Brandy Ingermann, Administrative Assistant  
Denelle Murrell, Community Planner Desiree McGahey, Secretary  
Tom Fouch, Building Commissioner – Zoning Administrator

## **ACKNOWLEDGEMENTS**

### **DELAWARE COUNTY BOARD OF COMMISSIONERS**

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Stephen Brand, Vice President  
Sherry Riggin

### **DELAWARE COUNTY COUNCIL**

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Dan Flanagan William Hughes Jim Mochal  
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Chris Greene Nicole Rector Bryan Smith

## TRANSPORTATION COMMITTEES AND AFFILIATIONS

TRANSPORTATION POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE
<p>Voting Members:</p> <p>Kylene Swackhamer - DMMPC Executive Director  Pete Heuer - BSU Representative  Sherry Riggin – Delaware County Commissioner  Sara Gullion - City of Muncie Council  Jim Mochal - Delaware County Council  Jason Gasaway - Yorktown Town Board  represented by Chase Bruton  Dan Ridenour - Mayor of Muncie  represented by Adam Leach  Valerie Cockrum - INDOT  represented by Mike MacNeill  Amanda Price-Clark – MITS General Manager</p> <p>Recording Secretary:  Kayla Shawver, DMMPC</p> <p>Advisors:  Angie Moyer, Delaware Co. Highway Dept.  Zach Wickliffe, DMMPC  Paige Story – FHWA Community Planner  Kayleigh Carrier – INDOT Funds Specialist  Brandon Burgoa -INDOT Planning Liaison  Tom Borchers – Delaware County Surveyor</p>	<p>Voting Members:</p> <p>Kylene Swackhamer - DMMPC Executive Director  Adam Leach - City of Muncie Engineer  Angie Moyer – Delaware Co. Highway Dept.  Jakob Sherry – Greenfield District, INDOT  Kayla Shawver – DMMPC  Chase Bruton – Yorktown Town Manager  Amanda Price-Clark – MITS General Manager  Zach Wickliffe – DMMPC Principal Planner  Christopher Palladino - BSU Representative  Bruce Morvilius – Town of Selma  Daniel Blankenship – Town of Eaton  Chamber of Commerce Representative  Town of Gaston Representative  Town of Albany Representative</p> <p>Recording Secretary:  Kayla Shawver, DMMPC</p> <p>Advisors:  Paige Story – FHWA Community Planner  Kayleigh Carrier – INDOT Funds Specialist  Brandon Burgoa -INDOT Planning Liaison  Tom Borchers – Delaware County Surveyor</p>

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION FY 2026**

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Delaware Muncie Metropolitan Plan Commission 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.

**Delaware Muncie Metropolitan  
Plan Commission**

  
Kylee Swackhamer

**Principal Planner, Delaware Muncie  
Metropolitan Plan Commission**  
Title

04/08/2025  
Date

**Indiana Department of Transportation**

  
Roy S. Nunnally

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

4/8/2025  
Date

# *DMTIP*

## *Policy*

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## DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

### Policy Statement

#### Regarding Private Sector Participation In the Transportation Planning Process

Overview: The Delaware-Muncie Metropolitan Plan Commission (DMMPC), the Metropolitan Planning Organization (MPO) for the Muncie, Indiana Urbanized Area is charged with administering a Continuing, Cooperative, and Comprehensive transportation planning process. In conjunction with this role, it is the responsibility of the DMMPC to assure that there is private sector participation in this process, especially as it relates to the provision of public transportation. This assurance can best be successful if there is an established policy. The following is a modest yet effective method of meeting the requirements of the initial UMTA, now Federal Transit Administration (FTA), guidelines for private sector participation as outlined in the Federal Register of January 24, 1986.

Statement of Initiatives: The primary initiative of this process as it regards the DMMPC is the dissemination of information. The DMMPC will therefore strive to educate, or keep aware, the private sector through the following two main activities:

- assuring private sector representation and participation on the Technical Advisory Committee and any DMMPC citizen participation mechanism or committee, and
- placing private sector participants on the DMMPC office newsletter, PLAN NEWS, mailing list.

The second major initiative will be the input solicitation process. This process will be comprised of the following:

- encouragement and promotion of an ideas exchange between private sector participants and the DMMPC staff, and
- promotion of opportunities for private sector participants to compete for service provisions if qualified and/or capable, and
- active encouragement and solicitation of comments and opinions on the transportation planning process and planning activities, specifically as they relate to the provision of public transportation.

The third major initiative will be achieved by the successful completion of the first two initiatives on an ongoing basis. However, a mechanism needs to be in place by which problems can be addressed. The activity will allow for expeditious, yet effective and fair, resolution of any complaints. It will also aid in assuring that the ongoing planning process has input from the private sector. The initiative will be as follows:

- creation of a review mechanism of any policy deemed uncompetitive or unfair to the private sector, and
- allowance for the monitoring of the total process to assure that the proper mix of actors are invited to participate when necessary.
- Private sector participation will be encouraged and solicited on a case-by-case basis.



## **MUNCIE PUBLIC TRANSPORTATION CORPORATION PRIVATE ENTERPRISE POLICY**

It shall be the policy of the Muncie Public Transportation Corporation, to involve the private sector in the planning and provision of transit/paratransit service in the City of Muncie, Indiana. This policy shall include:

- I. The early involvement of private operators in planning for new or restructured service;
  - A. Early notification to private transportation providers of proposed services and opportunities;
  - B. Early consultation opportunities for participating in the development of transit/paratransit programs;
  - C. Reasonable opportunity for private operators to offer their own service proposals for consideration;
- II. Consideration will be given as to whether private carriers could provide new or restructured service consistent with these policies and with reduced public subsidy. Movement towards involvement of the private sector in the planning and provision of transit service shall be accomplished consistent with the following policies:
  - A. Fixed Route/Demand Responsive Services
    1. The Muncie Public Transportation Corporation will explore the potential and feasibility of private sector involvement in any new or restructured transit service.
    2. The Muncie Public Transportation Corporation will assess the private sector's interest and capabilities for providing any new or restructured transit service.
    3. If the interest and capabilities exist, the Muncie Public Transportation Corporation will utilize a formal, competitive bidding process to determine the most efficient and effective provider of any new or restructure transit service.
  - B. Secondary Maintenance
    1. The Muncie Public Transportation Corporation will explore the feasibility of competitively bidding Secondary Departmental services (e.g., cleaning of bus shelters, caretaking of maintenance facility grounds, etc.)
  - C. Planning
    1. The Muncie Public Transportation Corporation will encourage and support the MPO to include private sector providers on all appropriate planning advisory committees.
  - D. Other Considerations
    1. Quality of service issues will be maintained by the private sector as measured by the performance standards in the Request for Proposal.
    2. Since the successful competitive bidder will be the sole proprietor, non-compliance with the provisions of the service contract will result in penalties being levied on the private operator (e.g., Performance Bond).
    3. All service contracts will be approved by the Muncie Public Transportation Corporation's Board of Directors.
    4. The provisions imposed by the Federal government as terms of the grant agreement between the Corporation and UMTA to include but not be limited to the following provisions: 13C, 504, Title VI of the Civil Rights Act of 1964 and all other Applicable Federal Assurances shall be adhered to.

- III. When comparing service proposals, the Muncie Public Transportation Corporation will ensure that non-profit proposals, including the Muncie Public Transportation Corporation's proposal, will include taxes, operating subsidies, capital grants, use of public facilities and insurance in the cost comparisons.
- IV.
- V. The Muncie Public Transportation Corporation's private sector policy process, Requests For Proposals (RFP) and contract negotiations with the private sector will ensure the following planning procedures have been met.
- A. Notification of all private sector firms of the Muncie Public Transportation Corporation's intent to involve them in the planning and provision of transit/paratransit service in the City of Muncie, Indiana;
  - B. Reasonable time for comment will be provided once the process has been developed;
  - C. Public hearings will be conducted as required by Muncie Public Transportation Corporation policy and State and Federal Law;
  - D. Consideration will be given to all reasonable comments and views expressed as a result of the above stated participation;
  - E. The State's open records law will be followed to ensure public access to the final program.
- VI. An appeals process to resolve complaints and disputes with private sector firms will involve Muncie Public Transportation Corporation Counsel and the Board of Directors.
- A. A majority vote of the Muncie Public Transportation Board of Directors shall determine the final decision.

# **DMTIP**

## ***Introduction***

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# **INTRODUCTION**

## **PURPOSE**

The Delaware-Muncie Transportation Improvement Program (DMTIP) is developed every four years by the Delaware-Muncie Metropolitan Plan Commission for two specific reasons:

(1) To develop a document that will guide local officials: (a) in the implementation of short-range transportation plans, (b) in setting forth a schedule to coordinate project implementation, (c) in the implementation of projects which will increase the efficiency of existing transportation resources, and (d) in the financial programming and administration of such projects.

(2) To meet the requirements of Federal regulations as contained in 23 C.F.R. 450.

These regulations require that a four-year transportation improvement program, including an annual element, be developed by the metropolitan planning organization, the State and publicly owned operators of mass transportation services in cooperation with recipients authorized under Section 5, 9, or 9A of the Urban Mass Transportation Act (49 U.S.C. 1604, 1607a, or 1607a-1). The early regulations also required that a transportation improvement program cover a period of not less than 3 years; indicate the area's priorities; and include realistic estimates of the total costs and revenues for the program period. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) changed the required frequency of TIP's to four years and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) continued the requirement. MAP-21 added performance measurements, standards and analysis to the process. These new items will be developed by INDOT with guidance from FHWA and FTA and in consultation with the MPOs, who will comply with the process.

## **DEFINITION**

Federal regulations define a transportation improvement program as "a staged multi-year program of transportation improvements." Also required is the incorporation in the transportation improvement program of a transportation systems management element. The intent of this regulation is to identify projects that emphasize maximizing the efficiency of the existing transportation system but do not involve new transportation facilities or major changes in existing facilities.

## **RESPONSIBLE AGENCY**

Federal regulations require that the transportation improvement program be developed and annually updated under the direction of the Metropolitan Planning Organization (MPO) in cooperation with state and local officials and local transit operators. The Delaware - Muncie Metropolitan Plan Commission has been designated by the Governor of the State of Indiana as the recognized MPO for the Muncie Urbanized Area. As such, the DMMPC is responsible for seeing that the continuing, cooperative and comprehensive long-range transportation planning process is maintained.

DMMPC staff, with the assistance of staff members of other public agencies and government offices, conduct much of the technical work required to prepare transportation plans and programs. Such work must also be approved by the Transportation Policy Committee for local approval to be complete.

## DMTIP FRAMEWORK

It is important to note that the DMTIP fits into both a planning and fiscal framework. The planning framework is based upon the *2023-2050 Delaware Muncie Transportation Plan: Moving Forward Together*. Overlapping this planning framework is the fiscal framework, which supports the DMTIP. The proposed projects listed in this document have been reviewed, revised, and prioritized into a fiscally constrained program before being approved. Including a proposed project in an approved final DMTIP allows that project to be included in the INSTIP (STIP). A project must meet all federal aid requirements and be selected for implementation by the Indiana Department of Transportation (for certain funds) and the Muncie Indiana Transit System (where urban transit projects are involved) in cooperation with the Delaware-Muncie Metropolitan Plan Commission.

## NATIONAL GOALS AND PERFORMANCE MANAGEMENT MEASURES

- a) Declaration of Policy – Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.
- b) National Goals – It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:
- Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
  - Infrastructure condition – to maintain the highway infrastructure asset system in a state of good repair
  - Congestion reduction – to achieve a significant reduction in congestion on the National Highway System
  - System reliability – to improve the efficiency of the surface transportation system
  - Freight movement and economic vitality – to improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
  - Environment – to enhance the performance of the transportation system while protecting and enhancing the natural environment

The Indiana Department of Transportation set 2025 Safety Target Performance Measures for the national performance measures and the Delaware Muncie Metropolitan Plan Commission (DMMPC), as the Muncie MPO, concurred with and adopted those targets and agreed to program projects that support the targets as follows:

## 2025 Safety Target Performance Measures

Safety: Number of fatalities - 812.4

Fatalities - 812.4 (Based on 2% yearly straight-line reduction starting in 2021)

Number of serious injuries – 3,031.9 (Based on 2% yearly straight-line reduction starting in 2021)

Fatality Rate - 1.009 (Based on 2% yearly straight-line reduction starting in 2021)

Number of non-motorist fatalities and serious injuries - 363.4 (Based on 2% yearly straight-line reduction starting in 2021).

## Pavement and Bridge Condition Target Performance Measures

	2024 2-YEAR TARGET	2026 4-YEAR TARGET
Percentage of NHS bridges classified as in <b>good</b> condition	49.0%	47.5%
Percentage of NHS bridges classified as in <b>poor</b> condition	3.0%	3.0%
Percentage of pavements of the Interstate System in <b>good</b> condition	60.0%	62.0%
Percentage of pavements of the Interstate System in <b>poor</b> condition	1.0%	1.0%
Percentage of pavements of the Non-Interstate NHS in <b>good</b> condition	50.0%	48.0%
Percentage of pavements of the Non-Interstate NHS in <b>poor</b> condition	1.5%	1.5%

## INDOT Air Quality Performance Measure Targets for TPM Reporting (2022-2026)

TPM AIR QUALITY PERFORMANCE MEASURES	2024 2-YEAR TARGET	2026 4-YEAR TARGET
Interstate % of Person-Miles Reliable (LOTTR)	93.0	93.5
Non-Interstate % of Person-Miles Reliable (LOTTR)	93.0	93.5
Truck Travel Time Reliability Index (TTTR)	1.32	1.3

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 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 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 - 2022) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. 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.

### **Transit**

The Muncie Indiana Transit System (MITS), the only urban transit operator in MPO's Planning Area, has established targets for various performance measures to track service conditions. The targets for required performance measures include:

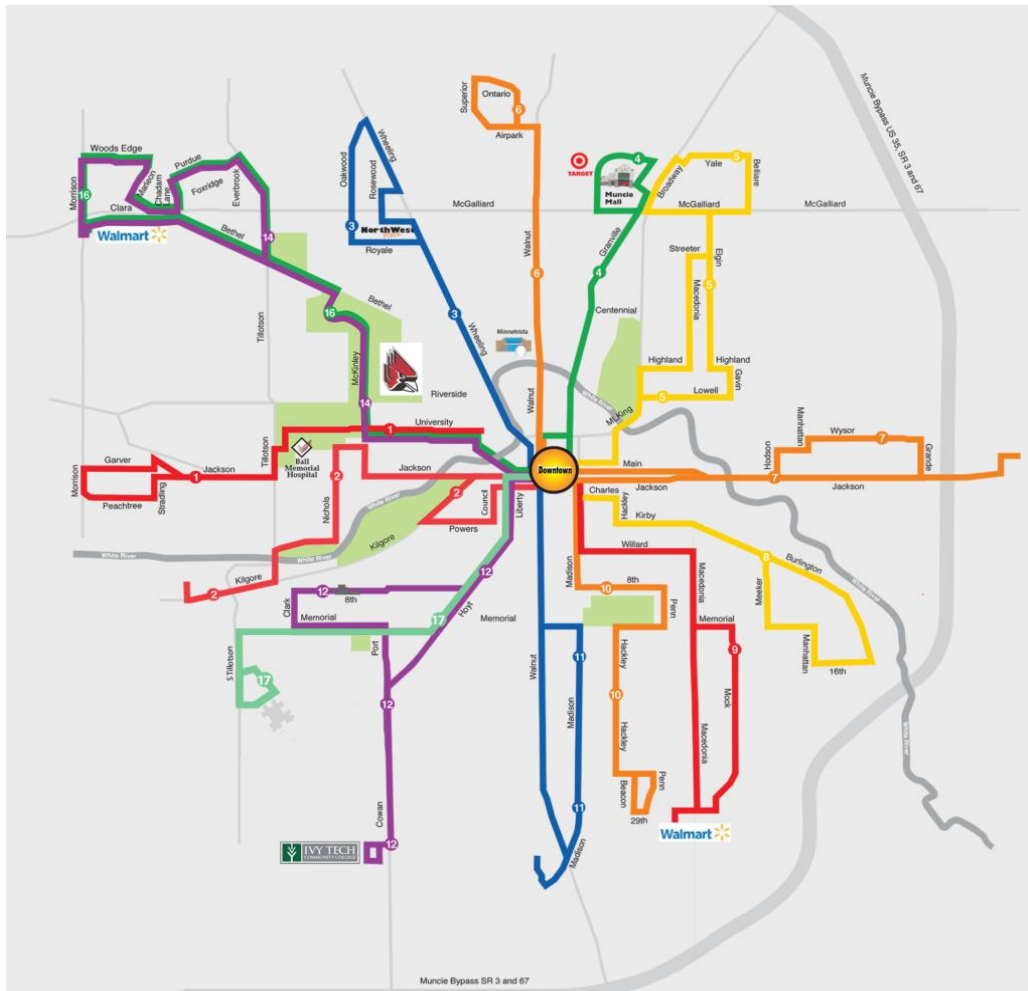
- Less than or equal to 25% of fixed route vehicles that have met or exceeded their minimum normal service life of 12 years
- Less than or equal to 10% of fixed route vehicles that have met or exceeded their useful life benchmark of 14 years
- Less than or equal to 25% of paratransit vehicles that have met or exceeded their minimum normal service life of 6 years
- Less than or equal to 10% of paratransit vehicles that have met or exceeded their useful life benefit of 8 years,
- 100% of rubber-tired vintage trolley buses that have met or exceeded their useful life benchmark of 14 years (these vehicles are used for promotional purposes & backup), replacement schedule TBD
- Less than or equal to 75% of non-revenue service vehicles that have met or exceeded their useful life minimum service life of 6 years
- Less than or equal to 25% of non-revenue service vehicles that have met or exceeded their useful life benefit of 8 years
- 3 or above rating for support facilities on the FTA Transit Economics Requirements Model (TERM). This currently includes the Administration and Operating Headquarters and the J.B. Black, Jr. Meeting & Training Facility.
- 3 or above rating for passenger facilities on the FTA TERM. This currently includes the T.J. Ault, III MITS Station.

**Supporting Projects:**

Muncie Indiana Transit System (MITS) Operating Assistance (federal/state) will help support the Performance Measurement Targets by helping to reduce vehicle travel and congestion. MITS also uses soy-diesel and propane fuels, hybrid vehicles, and engine technologies. The purchases of replacement heavy-duty buses (diesel, hybrid, and electric), replacement of light-duty paratransit vehicles, and the replacement of heavy-duty floor lifts will help support the Transit Vehicle Useful Life targets. The purchase of maintenance vehicles will help support targets by keeping the transit vehicles in better condition and reduce the potential for engine and particulate matter. The replacement of other staff vehicles will help by having newer engines and by helping with planning for operations that are more efficient. The replacement/renovation of the bus wash and the addition of awnings at the transfer station projects will help support the Support Facilities Rating target. MITS continues to upgrade and maintain passenger facilities, whether or not that effort includes the use of federal funded projects.



## MIT'S BUS ROUTES



**DMTIP**

***Financial  
Considerations***

## FINANCIAL CONSIDERATIONS

### LOCAL REVENUE FORECASTS

Realistic cost estimates, apportioned by funding source, are supplied for each agency. These estimates when compared to revenue forecasts give insight to the DMMPC on the financial feasibility of attaining implementation of the projects. Forecasts of anticipated revenues for use in providing an efficient transportation system were developed using multi-year funding information from each local public agency that implements projects. The tables below show the projected funding available for the local match portion of the bridge and surface transportation projects of Delaware County, Muncie, and Yorktown, Indiana in the DMTIP.

#### FY 2026-2030 Delaware County Revenue

<b>Fund</b>	<b>CUMBR</b>	<b>LRS</b>	<b>Wheel Tax</b>
2026	1,858,425	867,315	1,066,165
2027	1,879,795	871,100	1,070,919
2028	1,901,417	874,911	1,075,698
2029	1,923,279	878,732	1,080,471
2030	1,945,393	882,570	1,085,291
<b>Total</b>	<b>\$9,508,310</b>	<b>\$4,374,629</b>	<b>\$5,378,545</b>

Delaware County uses its MVH funds, averaging over \$3,700,000 per year, for the salaries, operation and maintenance costs for its highway department. The County's projects in the DMTIP will usually use LRS, Wheel Tax, or Cumulative Bridge funds, which will also be used for local repaving and road/bridge repair costs.

#### FY 2026-2030 Muncie Revenue

<b>Fund</b>	<b>LRS</b>	<b>Wheel Tax</b>
2026	987,505	1,245,295
2027	991,820	1,254,010
2028	996,155	1,262,791
2029	1,000,510	1,271,630
2030	1,004,880	1,280,529
<b>Total</b>	<b>\$4,980,869</b>	<b>\$6,314,255</b>

The City of Muncie uses its MVH funds, averaging over \$3,000,000 per year, for the salaries, operation and maintenance costs for its highway department. Muncie's projects in the DMTIP will usually use LRS and/or Wheel Tax funds, which will also be used for repaving and road repair costs.

**FY 2026-2030 Yorktown Revenue**

<b>Fund</b>	<b>LRS</b>	<b>Wheel Tax</b>
2026	143,130	182,155
2027	143,746	182,964
2028	144,369	183,784
2029	145,000	184,598
2030	145,635	185,423
<b>Total</b>	<b>\$721,879</b>	<b>\$918,924</b>

The Town of Yorktown uses its MVH funds, averaging over \$400,000 per year, for the salaries, operation and maintenance costs for its highway department. The LRS and/or Wheel Tax funds are available for use as local funds matching federal funds toward road and transportation enhancement improvements.

**FY 2026-2030 Selma Revenue**

<b>Fund</b>	<b>LRS</b>	<b>Wheel Tax</b>
2026	13,735	18,470
2027	13,779	18,774
2028	13,826	19,078
2029	13,871	19,393
2030	13,917	19,708
<b>Total</b>	<b>\$69,128</b>	<b>\$95,723</b>

The Town of Selma uses its MVH funds, averaging over \$30,000 per year, for the salaries, operation and maintenance costs for its highway department. The LRS and/or Wheel Tax funds are available for use as local funds matching federal funds toward road improvements.

\*Abbreviations: CUMBR - Cumulative Bridge Fund, LRS - Local Road & Street Account, MVH - Motor Vehicle/Highway Account

## **MTS FINANCIAL CAPACITY ASSESSMENT**

The DMMPC, in accordance with the requirements of Federal Transit Administration (FTA) Circular 7008.1, made an assessment of the financial capacity of the Muncie Indiana Transit System (MTS). The following narrative and tables show that MTS clearly has sufficient capacity to undertake its projects programmed within this document.

The tables below show the estimated cash flow for MTS, indicating that projects in this program are financially constrained. The local matching required is within available funds. The costs are expected to increase at about 3 percent per year in the future due to inflation. The future transit revenues are expected to keep pace with inflation. The estimated future MTS expenses were calculated using historic patterns.

### **MTS OPERATING EXPENSES FORECAST**

<b>EXPENSE ITEMS</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
Salaries	\$3,410,854	\$3,513,180	\$3,618,575	\$3,727,132	\$3,727,132
Fringe Benefits	\$1,907,239	\$1,964,456	\$2,023,390	\$2,084,092	\$2,084,092
Professional Services	\$689,240	\$709,917	\$731,215	\$753,151	\$753,151
Materials & Supplies	\$956,323	\$985,013	\$1,014,563	\$1,045,000	\$1,045,000
Utilities	\$92,520	\$95,111	\$97,774	\$100,512	\$100,512
Casualty/Liability	\$554,656	\$582,389	\$582,389	\$628,980	\$628,980
Machinery & Equip	\$360,500	\$371,315	\$382,454	\$393,928	\$393,928
Other & Training	\$122,302	\$125,726	\$128,869	\$132,091	\$132,091
<b>Total Eligible Expenses</b>	<b>\$8,093,634</b>	<b>\$8,347,107</b>	<b>\$8,579,229</b>	<b>\$8,864,886</b>	<b>\$8,864,886</b>

### **MTS OPERATING REVENUE FORECAST**

<b>REVENUE ITEMS</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<b>Local Assistance</b>	\$ 4,302,000	\$ 4,305,000	\$ 4,306,000	\$ 4,308,000	\$ 4,308,000
<b>State Assistance</b>	1,475,000	\$1,501,707	\$1,505,000	\$1,505,000	\$1,505,000
<b>Federal FTA Sect. 5307</b>	3,250,000	\$3,255,000	\$3,260,000	\$3,265,000	\$3,265,000
<b>Taxi Voucher STBG</b>	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
<b>Total Revenues</b>	<b>\$ 9,077,000</b>	<b>\$ 9,111,707</b>	<b>\$9,121,000</b>	<b>\$ 9,128,000</b>	<b>\$ 9,128,000</b>

The following table displays the anticipated use of federal funding for transit projects by year. It should be noted that some Federal Transit Administration (FTA) funds are discretionary and will require that the Muncie Indiana Transit System pursue obtaining them.

**FEDERAL TRANSIT ADMINISTRATION FUNDS AVAILABLE (Cash Flow)**

<b>Federal Transit Funds</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
<b>Beginning Balance (Carryovers) Federal Apportion (FTA 5307)</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Federal Award (FTA 5339)</b>	<b>\$3,250,000</b>	<b>2,052,295</b>	<b>2,056,620</b>	<b>2,317,750</b>	<b>2,775,705</b>
<b>Federal Award (FTA 5310)</b>	<b>\$650,000</b>	<b>976,000</b>	<b>1,464,000</b>	<b>1,636,000</b>	<b>1,620,000</b>
<b>Federal (Flex of STBG)</b>	<b>\$372,000</b>	<b>248,000</b>	<b>176,000</b>	<b>600,000</b>	<b>452,000</b>
<b>Federal (Flex of STBG)</b>	<b>\$0</b>				
<b>Total Federal Funds Available</b>	<b>\$4,272,000</b>	<b>\$ 3,276,295</b>	<b>\$ 3,696,620</b>	<b>\$4,553,750</b>	<b>\$4,847,705</b>
<b>Operating Expenses</b>	<b>\$2,357,000</b>	<b>\$2,577,000</b>	<b>\$1,994,000</b>	<b>\$2,330,000</b>	<b>\$2,330,000</b>
<b>Low floor buses</b>	<b>\$650,000</b>	<b>\$1,950,000</b>	<b>\$1,950,000</b>	<b>\$1,950,000</b>	<b>\$1,950,000</b>
<b>Paratransit Vans</b>	<b>\$465,000</b>	<b>\$248,000</b>	<b>\$248,000</b>	<b>\$310,000</b>	<b>\$310,000</b>
<b>Maintenance Service Truck</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Replace/Renovate Bus Wash</b>			<b>\$1,000,000</b>		
<b>Replace Heavy Duty bus lift(s)</b>	<b>\$800,000</b>			<b>\$800,000</b>	<b>\$800,000</b>
<b>Replace Heavy Duty forklift</b>				<b>\$75,000</b>	<b>\$75,000</b>
<b>Taxi Voucher Op. Assit.</b>					
<b>Total Projects</b>	<b>\$ 4,400,000</b>	<b>\$ 4,815,000</b>	<b>\$ 5,192,000</b>	<b>\$5,465,000</b>	<b>\$5,465,000</b>
<b>Ending Balance</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>

# ***DMTIP***

## ***Process***

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## FEDERAL TRANSPORTATION ACT PLANNING FACTORS

Each state shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

- Support the economic vitality of the United States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism
- Reduced project delivery delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by acceleration project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## DMTIP DEVELOPMENT

The MPO staff of the Delaware-Muncie Metropolitan Plan Commission is responsible for the development of the Delaware-Muncie Transportation Improvement Program (DMTIP). The staff works in coordination with but not limited to the following:

- Delaware County Commissioners
- Delaware County Highway Department
- Mayor of the City of Muncie
- City of Muncie Engineer Department
- Town Manager of Yorktown
- INDOT
- FHWA
- FTA



Many factors contribute to the development of the DMTIP including but not limited to the following:

- determine area-wide goals and objectives
- identify area-wide priorities for the program period
- determine appropriate actions to fulfill area-wide priorities
- identify transportation projects to be implemented during the program period
- group improvements of similar urgency and anticipated staging into the appropriate program period
- indicate realistic estimates of total costs and revenues for the program period.

## GOALS AND OBJECTIVES

To ensure that the annual development of the DMTIP is consistent with the ends to which the Delaware-Muncie area aspires, overarching transportation goals and objectives are sought. These goals and objectives are intended to help establish policy guidelines for planning implementation and identify specific community needs as a focal point for project selection.

### Goals:

- Ensure the continued provision of bus service throughout the City of Muncie including purchase of replacement transit vehicles.
- Provide a safe, well-maintained, functional multi-modal transportation system that is compatible with planned community growth and minimizes traffic congestion.
- Develop cost-effective, environmentally sound plans, programs, and standards for the use and maintenance of public and private facilities.
- Promote the development of land, parking facilities, and effective movement of people and goods within the Central Business District (also known as City Center), while improving the aesthetic character and environmental quality of downtown Muncie.
- Promote the community's ability to improve the surface transportation system by means of an improved economic base resulting from orderly economic development encompassing all industries - housing, retail, manufacturing, and tourism.

### Objectives:

- Assure a cost-effective transportation system.
- Use the existing transportation facilities to their maximum efficiency.
- Decrease transportation related injuries and fatalities.
- Reduce congestion and improve circulation, particularly for major activity areas.
- Provide satisfactory access/connectivity from developed areas to the regional highway system.
- Increase inter-modalism to promote energy and environmental conservation.
- Improve accommodation of non-motorized travel and the elimination of conflict between modes of travel.
- Improve and increase the role of transit services to improve overall transportation system services and efficiency.

- Improve and promote pedestrian and bicycle facilities and circulation.
- Ensure that transportation planning efforts consider citizen needs for all modes of transportation and concerns for impacts of the transportation system on other elements of the communities such as neighborhoods and businesses.

## AREA-WIDE PRIORITIES

Input received from neighborhood groups, civic organizations, business leaders, private citizens, and elected officials is compiled to identify the transportation needs of the area. Although not a rigidly structured procedure, this step in the DMTIP development process provides the foundation, in conjunction with the area's goals and objectives, for project selection, project staging, prioritization, and the efficient allocation of available fiscal resources.

Area-wide transportation priorities are:

- Provide proper geometric design features to expedite safe, efficient traffic movement on the major street system
- Avoid congestion on the major street systems
- Ensure transportation availability for the elderly, mobility limited, and underserved through a demand responsive transit system and purchase of replacement vehicles for special transit providers.
- Make improvements at locations with a high crash history to reduce fatalities, injuries and damage
- Improve safety and connectivity for multi-modal travelers

## PROJECT DEVELOPMENT

The projects are chosen, proposed, and developed by the implementing local public agencies to meet the major transportation improvement needs in their jurisdictions. Many needs are identified through major documents such as the biennial County Bridge Re-inspection Report, the Metropolitan Transportation Plan, and the MITS Transit Development Program. These reports contain detailed analysis and specify the improvements that are most needed and will have the greatest impact in upgrading and maintaining a transportation system that functions well. Other needs are identified through public input, traffic data collection, and short and long-range concerns. The Transportation Plan includes long-range needs that have already been identified through public input, traffic data collection, and discussion. The Plan Commission staff encourages the implementing local public agencies to submit projects from the major documents on a timely basis appropriate for meeting projected travel demands and maintaining the integrity of the transportation system.

The prioritization of projects in the TIP are the result of discussions on proposed projects within the Technical Advisory Committee and the Transportation Policy Committee. In the past, TIP projects subject to local prioritization have not been rated to determine priority. The proposed Urban STBG projects with local match funds available have not exceeded the federal funds available for programming, but that is subject to change.

## STAGING PERIODS

Improvements of similar urgency are grouped by phase (Preliminary Engineering, Right-Of-Way, and Construction and Construction Engineering) into appropriate time periods. Although each agency implementing a project is responsible for this step, efforts are made to ensure that proposed expenditures during the program period correspond to anticipated revenues. If revenue availability changes, the shifting of improvements into earlier or later time periods are a natural part of the process.

## DMTIP DOCUMENT PROCESS

Implementing local public agencies submit the necessary information to adequately explain the improvements and costs for each phase of the project. Project information is turned into INDOT for project creation. DMMPC staff reviews the project information and determines the project priorities concerning federal funding sources. The DMMPC staff compiles project descriptions, programmed year, and funding information into one cohesive document.

The DMTIP project list is submitted for the Air Quality Conformity Consultation process. The draft DMTIP goes through a public comment period, is reviewed and approved by the Transportation Policy Committee, and is submitted to INDOT and FHWA for review and approval. The DMTIP document is then incorporated into the Indiana State Transportation Improvement Program (INSTIP) by reference, which guides the distribution of all federal transportation improvement funds in Indiana.

Changes are frequently made to the DMTIP in the interim period between formal, complete updates. Such changes are required to reflect things such as the addition or deletion of projects, changes in project costs, changes in year or phase implementation, etc. Major changes to federally funded projects must be approved through the formal amendment process, while lesser changes or minor corrections can be accomplished through the administration modification process. Exceptions can occur when an emergency amendment needs to be approved before the next meeting to secure funding for a project. Examples of such exceptions are listed in DMMPC's Amendment and Modification Process Policy on the following page. In such instances, the Executive Director has the authority to approve the amendment on behalf of the Policy Committee without convening an emergency meeting. The Executive Director will present the approved amendment to the committee as an informational update at the next regularly scheduled board meeting.

Note: DMMPC lists "Grouped projects" by individual Designation Number (DES) in the TIP and not as a grouped project. The DMMPC at this time does not have any grouped projects.

**Delaware-Muncie Metropolitan Plan Commission**  
**Transportation Improvement Program (TIP) Amendment and Modification Process Policy**

**TIP Amendment**

An **Amendment** is required when there is a major change to the current TIP. An **Amendment** requires a public comment period and the approval from the MPO Transportation Policy Committee.

DMMPC has defined that a TIP **Amendment** is required when the following occurs:

- Any new project is added
- Any project is deleted
- A new phase is added to any project
- Significant increase or decrease of project costs (see table 1)
- A change scope or concept that results in added capacity to any project

**TIP Amendment Process:**

- 1) Interagency Consultation Group (ICG) Consultation Air Quality Conformity Process is initiated by MPO (if applicable)
- 2) Amendment is posted for public notification period (15 days)
- 3) Amendment may be presented to Technical Advisory Committee (not required)
- 4) Amendment is presented to Transportation Policy Committee for vote
- 5) Amendment is updated in TIP
- 6) Amendment Request Form is submitted to INDOT

**TIP Modification**

A **Modification** is required when there is a minor change to the current TIP. A **Modification** is reported to the MPO Transportation Policy Committee for informational purposes, but a **Modification** does not require approval from the MPO Transportation Policy Committee.

DMMPC has defined that a TIP **Modification** is required when the following occurs:

- The removal or deletion of a phase to any project
- Any change in FY to any phase of any project within the current TIP cycle
- Non-significant increase or decrease of projects costs (see Table 1)

**TIP Modification Process:**

- 1) Modification Resolution is prepared and signed by MPO
- 2) Modification is updated in TIP
- 3) Modification is reported to Transportation Policy Committee for informational purposes
- 4) Modification Request Form is submitted to INDOT

**Table 1.**

Total Programmed Funding in Approved STIP/ TIP	Amendment	Modification
Up to \$2 million	Greater than or equal to 75%	Less than 75%
\$2 million to \$15 million	Greater than or equal to 50%	Less than 50%
\$15 million to \$75 million	Greater than or equal to 40%	Less than 40%
\$75 million and above	Greater than or equal to 30%	Less than 30%

**Emergency Amendments & Modifications**

DMMPC has identified the following criteria that **may** initiate an Emergency TIP Amendment or Modification:

- Without a change in the TIP, no further construction can occur on a project
- Without a change in the TIP, no contracts can be formally executed
- Special circumstances on available funding opportunities
- Special circumstances on transportation safety

**Administrative Changes**

In the event that minor **Administrative changes** to the TIP are needed, DMMPC has defined that **NO** Amendment or Modification is required when the following occurs

- A minor change in any project description
- Correction of data errors and/or grammatical changes
- Change in letting date within the current TIP cycle

Amendment
Project added
Project deleted
Phase added
Significant funding changes (see Table 1)
Change in scope resulting in added capacity

Modification
Phase deleted
FY change within current TIP cycle
Non-significant funding changes (see Table 1)

Effective Date: February 19, 2025.

***DMTIP***  
***Projects***  
***FY 2026-2030***

DRAFT

## FY 2026-2030 DMTIP PROJECT SECTION

Detailed in this section are the transportation improvement projects programmed for implementation during the FY 2026-2030 DMTIP program period. Projects are illustrated in tabular form and grouped according to the governmental unit or sponsoring agency responsible for implementation: INDOT, City of Muncie, Delaware County, or Yorktown.

A listing of Illustrative Projects, which are possible future projects pending selection, is included.

### FUNDING SOURCE ABBREVIATIONS AND ACRONYMS

#### Federal Funds:

BRZ – Rural Bridge Funds

CMAQ – Congestion Mitigation Air Quality

HSIP – Highway Safety Improvement Program

NHPP – National Highway Performance Program

STBG – Surface Transportation Block Grant

TA – Transportation Alternatives

#### Local Funds:

CBR – Cumulative Bridge Fund (County)

LRS – Local Road & Street Funds

CGI – Cardinal Greenways Incorporated

MVH – Motor Vehicle / Highway Funds

EDIT – Economic Development Income Tax

YGF – Yorktown General Fund

#### Other Abbreviations/Acronyms:

ITS – Intelligent Transportation System

HMA Overlay – layer of hot mix asphalt applied on pavement to extend the life of the pavement

\*State Fiscal Year – July 1<sup>st</sup> of previous year to June 30<sup>th</sup> of year

Example: FY 2026 is 7/1/25 to 6/30/26.

### DMTIP FY 2026-2030 TIP Fiscal Constraint Table

<b>Federal Highway Funding</b>	<b>FY 26</b>	<b>FY 27</b>	<b>FY 28</b>	<b>FY 29</b>	<b>FY 30</b>
<b>STBG</b>	\$1,566,450	\$1,566,450	\$1,566,450	\$1,566,450	\$1,566,450
<b>HSIP</b>	\$428,240	\$428,240	\$428,240	\$428,240	\$428,240
<b>CMAQ</b>	\$806,140	\$806,140	\$806,140	\$806,140	\$806,140
<b>TA</b>	\$298,163	\$298,163	\$298,163	\$298,163	\$298,163
<b>Section 164 Penalty</b>	\$101,624	\$101,624	\$101,624	\$101,624	\$101,624
<b>Carbon Reduction</b>	\$260,153	\$260,153	\$260,153	\$260,153	\$260,153
<b>Protect</b>	\$95,796	\$95,796	\$95,796	\$95,796	\$95,796
<b>TOTAL Federal Funds</b>	\$3,513,573	\$3,513,573	\$3,513,573	\$3,513,573	\$3,513,573
<b>Less Trade Payback</b>	\$320,000	\$389,087			
<b>Less DMMPC Funded Projects Programmed in TIP</b>	\$725,120	\$405,000	\$51,824	\$3,024,000	\$3,222,000
<b>Remaining Balance of Federal Funds</b>	\$2,468,453	\$2,719,486	\$3,461,749	\$489,573	\$291,573
<b>NOTES: DMMPC borrowed \$389,087 from CAMPO in FY 2025 and is returning the funds in FY 2027. DMMPC borrowed \$320,000 from MCCOG for FY 2025 and will return in FY 2026.</b>					
With the Federal transportation bill expiring at the end of FY 2026, INDOT's guidance is to use the 2026 numbers to program for each year out to 2030					



# Transportation Improvement Program FY 2026-2030 – Local Urban Projects

Note: PE is Preliminary Engineering, RW is right-of-way acquisition, CN is construction, and CE is construction engineering. All estimated totals are rounded to the nearest thousandth.

Des # Contract # Performance Measure Sponsor	Funding Program	Phase	Project Year and Cost					Estimates		
			2026	2027	2028	2029	2030	Federal Share	MPO Share	Local Share
2003045 44162 Pavement Condition City of Muncie	STP3 Funds	CN		\$2,127,200				\$2,127,200		
	Local	CN		\$532,000						\$531,800
	STP3 Funds	RW	\$96,000					\$96,000		
	Local	RW	\$24,000							\$24,000
<b>Fund Category</b>	STBG	<b>Project Description</b>	Tillotson Avenue from W Kilgore Avenue to SR 332 (HMA Overlay, Preventive Maintenance)					<b>Est. Project Total</b>		\$3,416,000
2003048 44145 Pavement Condition City of Muncie	STP3 Funds	CN			\$1,607,200			\$1,607,200		
	Local	CN			\$404,000					\$403,800
<b>Fund Category</b>	STBG	<b>Project Description</b>	On McGalliard Road from N Granville Ave to the Muncie Bypass (HMA Overlay, Preventive Maintenance)					<b>Est. Project Total</b>		\$2,306,000

			Project Year and Cost					Estimates		
Des # Contract # Performance Measure Sponsor	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	MPO Share	Local Share
2200095  Safety City of Muncie	Safety-130	CN				\$550,000		\$550,000		
<b>Fund Category</b>	STBG	<b>Project Description</b>	DOT# 874566L E Robin Lane (Railroad Crossing)					<b>Est. Project Total</b>		\$550,000
2401837 R-46069 Safety Delaware County		PE	\$497,900						\$398,320	\$99,580
		RW			\$64,780				\$51,824	\$12,956
		CN				\$3,500,000			\$2,800,000	\$700,000
		CE					\$437,500		\$350,000	\$87,500
<b>Fund Category</b>	STBG	<b>Project Description</b>	Cowan Rd and Fusion Rd (Intersection Improvement)					<b>Est. Project Total</b>		\$4,500,180
2500501 R – 46138 Safety Yorktown		PE		\$450,000					\$405,000	\$45,000
		CN				\$3,000,000			\$2,700,000	\$300,000
		CE				\$ 360,000			\$324,000	\$36,000
<b>Fund Category</b>	STBG	<b>Project Description</b>	Intersection Improvement at Tiger Drive and River Road (Intersection Improvement, Roundabout).					<b>Est. Project Total</b>		\$3,810,000

# Transportation Improvement Program FY 2026-2030 – Local Rural Bridge Projects

Note: BRZ are Federal Rural Bridge Funds, CBR are Local Cumulative Bridge Fund. Estimated totals may be rounded to the nearest thousandth.

Sponsor Delaware County		Project Year and Cost						Estimates		
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	MPO Share	Local Share
2003023 43711 Bridge Condition	BRZ	CN/CE	\$1,164,000					\$1,164,000		
	CBR	CN/CE	\$291,000							\$291,000
		RW	\$16,400						\$16,400	
		RW	\$4,100							\$4,100
<b>Fund Category</b>	STBG	<b>Project Description</b>	Bridge #112 - CR 600 S over Williams Creek between Honeycreek Rd and CR 300 West in Salem Township (Bridge Replacement)					<b>Est. Project Total</b>		\$1,734,000
2100143  Bridge Condition	BRZ	PE	\$21,000					\$20,507		
	CBR	PE	\$5,000							\$5,127
<b>Fund Category</b>		<b>Project Description</b>	Countywide Bridge Inspection and Inventory Program for Cycle Years 2022-2025 (Bridge Inspections)					<b>Est. Project Total</b>		\$536,000
2101735 44268 Bridge Condition	BRZ	RW	\$20,000						\$16,000	\$4,000
	CBR	CN/CE		\$800,000				\$800,000		
		CN/CE		\$200,000						\$200,000
<b>Fund Category</b>	STBG	<b>Project Description</b>	Bridge #30 Eaton-Albany Pike Over Rees Ditch between Pine Street and CR 350 E. Union Township (Bridge Rehabilitation or Repair)					<b>Est. Project Total</b>		\$1,233,000

Sponsor Delaware County			Project Year and Cost					Estimates		
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	MPO Share	Local Share
2101736 44269 Bridge Condition	BRZ	CN/CE		\$1,076,000				\$1,076,000		
	CBR	CN/CE		\$269,000						\$269,000
<b>Fund Category</b>	STBG	<b>Project Description</b>	Bridge #51 McGalliard Rd/CR 200 N @ Killbuck Creek between CR 950 W & Lee Pitt Rd (Bridge Rehabilitation or Repair)					<b>Est. Project Total</b>		\$1,560,000
2201635 44850 Bridge Condition	BRZ	CN				\$1,620,000		\$1,620,000		
	CBR	CN				\$405,000				\$405,000
	BRZ	RW		\$58,000				\$57,600		
	CBR	RW		\$14,000						\$14,000
<b>Fund Category</b>	STBG	<b>Project Description</b>	BR #75 - Located on Shaffer Road @ Killbuck Creek between Sunvalley Parkway and Pineview Drive (Bridge Replacement)					<b>Est. Project Total</b>		\$2,582,000
2300104 Bridge Condition	BRZ	PE		\$199,000	\$55,000	\$195,000	\$23,000	\$471,321		
	CBR	PE		\$50,000	\$14,000	\$49,000	\$6,000			\$117,830
<b>Fund Category</b>	STBG	<b>Project Description</b>	Countywide Bridge Inspection and Inventory Program for FY 2026-2029 (Bridge Inspections)					<b>Est. Project Total</b>		\$589,000
2401841 Bridge Condition	BRZ	PE	\$368,000						\$294,400	\$73,600
	CBR	RW					\$90,000		\$72,000	\$18,000
<b>Fund Category</b>	STBG	<b>Project Description</b>	BR #502 (NB #1800179) located on Gharkey St @ Buck Creek (Bridge Replacement)					<b>Est. Project Total</b>		\$4,959,000

# State Transportation Improvement Program FY 2026-2030 – INDOT Projects

Note: HSIP is Highway Safety Improvement Program, NHPP is National Highway Performance Program, STBG is Surface Transportation Block Grant Funds. Estimated totals may be rounded to the nearest thousandth.

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
1800685 41753 CMAQ	Statewide Construction	CN				\$4,878,000		\$4,390,200	\$487,800
<b>Funding Category</b>	NHPP	<b>Project Description</b>	CCTV/DMS from 2.1 miles S of SR 109 to Delaware/Grant County Line, 3.5 miles S of SR 26 (ITS Traffic Management Systems)					<b>Est. Project Total</b>	\$5,247,000
2001561 42995 Safety	Safety Construction	CN	\$1,538,000					\$1,230,187	\$307,547
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide Various locations - Conflict Warning Systems US 35 (Intersection Improvement)					<b>Est. Project Total</b>	\$1,538,000
2001788  Safety	Statewide Consulting	PE	\$3,000,000					\$2,400,000	\$600,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Geotechnical on call - multiple locations throughout the state (Other Type Project (Miscellaneous))					<b>Est. Project Total</b>	\$30,983,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2001991 43492 Bridge Condition	Bridge Construction	CN			\$5,116,000			\$4,092,800	\$1,023,200
<b>Funding Category</b>	NHPP	<b>Project Description</b>	NB over Cardinal Greenway, 2.25 mi. S of SR 32 (Bridge Painting)					<b>Est. Project Total</b>	\$6,429,000
2002415 43478 Safety	Safety Construction	CN			\$2,527,000			\$2,021,343	\$505,336
<b>Funding Category</b>	STBG	<b>Project Description</b>	At various locations in the Greenfield District (Traffic Signals Modernization)					<b>Est. Project Total</b>	\$3,216,000
2002952  CMAQ	Statewide Consulting	PE	\$500,000					\$450,000	\$50,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Software License for Statewide ATMS for FY 26 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$500,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2002953  CMAQ	Statewide Consulting	PE	\$1,800,000					\$1,620,000	\$180,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Statewide TMC Dispatcher Operations Contract for FY 26 (ITS Promgram Contracted Services)					<b>Est. Project Total</b>	\$1,800,000
2002955  CMAQ	Statewide Consulting	PE	\$500,000					\$400,000	\$100,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 26 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$500,000
2002956  CMAQ	Statewide Consulting	PE	\$1,200,000					\$1,080,000	\$120,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Statewide INRIX Traffic Data for FY 26 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$1,200,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2003080 43887 Safety	Bridge Construction	CN	\$661,000					\$528,723	\$132,181
	Safety	CN	\$2,188,000					\$1,750,772	\$437,693
	Safety ROW	RW	\$140,000					\$111,840	\$27,960
	Bridge ROW	RW	\$20,000					\$16,000	\$4,000
<b>Funding Category</b>	STBG, HSIP	<b>Project Description &amp; Type</b>	At Eaton-Wheeling Pike / Indiana Ave. Moving CN from FY26 to FY28 (Intersection Improvement, Roundabout)					<b>Est. Project Total</b>	\$4,214,000
2100211 45380 Pavement Condition	Road Construction	CN					\$8,969,000	\$7,175,437	\$1,793,859
<b>Funding Category</b>	NHPP	<b>Project Description</b>	From I-69 to 3.76 mile W of SR 3 (CR 400 S) (HMA Overlay, Preventive Maintenance)					<b>Est. Project Total</b>	\$9,305,000
2101642 Safety	Statewide Consulting	PE	\$1,107,000					\$885,840	\$221,460
<b>Funding Category</b>	STBG	<b>Project Description</b>	Post-Construction BMP Program Implementation / MS4 MCM5 – Various Locations (Other Type Project (Miscellaneous))					<b>Est. Project Total</b>	\$3,318,000



Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2200003 44781 Safety	Mobility Construction	CN		\$6,706,000				\$5,365,198	\$1,341,300
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations in the Greenfield District (Signing Installation/Repair)					<b>Est. Project Total</b>	\$9,810,000
2200061 44581 CMAQ	Safety Construction	CN		\$4,330,000				\$3,463,601	\$865,900
<b>Funding Category</b>	STBG	<b>Project Description</b>	SR 32 At Madison St. (Intersection Improvement, Roundabout)					<b>Est. Project Total</b>	\$6,395,000
2200497 44588 Safety	Bridge Construction	CN		\$327,000				\$261,310	\$65,327
<b>Funding Category</b>	NHPP	<b>Project Description</b>	0.95 miles W of US 35 (Small Structures & Drains Construction)					<b>Est. Project Total</b>	\$362,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2200791 44566 Bridge Condition	Bridge Construction	CN		\$5,802,000				\$5,221,638	\$580,182
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Bridge over N&S RR (CR 251), 0.66 miles N of SR 332 (Bridge Deck Replacement)					<b>Est. Project Total</b>	<b>\$7,212,000</b>
2200995 44608 Safety	Safety Construction	CN		\$965,000				\$771,628	\$192,907
<b>Funding Category</b>	STBG	<b>Project Description</b>	District Wide Pedestrian Crossings (Safety Revisions)					<b>Est. Project Total</b>	<b>\$1,615,000</b>
2201151 43945 Safety	Safety Construction	CN	\$1,234,000					\$987,276	\$246,819
<b>Funding Category</b>	STBG	<b>Project Description</b>	From I-69 to 3.76 mile W of SR 3 (CR 400 S) MCCOG, IMPO, DMMPC, No Rural (Traffic Signals Modernization)					<b>Est. Project Total</b>	<b>\$1,365,000</b>

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2201179  CMAQ	Statewide Consulting	PE	\$1,250,000					\$1,000,000	\$250,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide Cell Service for Communications for Signals and ITS Devices for FY 26 (ITS Operations & Maintenance Contracts)					<b>Est. Project Total</b>	\$1,250,000
2201180  CMAQ	Statewide Construction	CN	\$350,000					\$280,000	\$70,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26 (ITS Program Operations)					<b>Est. Project Total</b>	\$350,000
2201210 44720 Safety	Safety Construction	CN		\$1,530,000				\$1,223,783	\$305,946
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various Locations throughout Greenfield District (Signs, Lighting, Signals and Markings)					<b>Est. Project Total</b>	\$1,530,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2201247 44741 Safety	Safety Construction	CN		\$3,892,000				\$3,113,272	\$778,318
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide High Mast Tower Lighting Replacement at various interchanges (Repair or Replace Lighting)					<b>Est. Project Total</b>	\$4,620,000
2201265 44750 Safety	Safety Construction	CN		\$1,758,000				\$1,406,562	\$351,641
<b>Funding Category</b>	NHPP	<b>Project Description</b>	From SR 3 to US 35 and at SR32 and US 35 at SR 32 to the end of the bypass (Install New Cable Rail Barriers)					<b>Est. Project Total</b>	\$2,220,000
2201707 44799 CMAQ	Statewide Construction	CN	\$532,000					\$425,451	\$106,363
<b>Funding Category</b>	STBG	<b>Project Description</b>	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 26 (ITS Devices Maintenance Contracts)					<b>Est. Project Total</b>	\$532,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2300076  Bridge Condition	Bridge Consulting	PE	\$400,000	\$400,000				\$640,000	\$160,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide Underwater Bridge Inspection FY-24 through FY-27 (Bridge Inspections)					<b>Est. Project Total</b>	\$2,000,000
2300077  Bridge Condition	Bridge Consulting	PE	\$200,000	\$100,000	\$100,000			\$320,000	\$80,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide Vertical Clearance measuring over/under bridges. FY-2024 through FY-2027 (Bridge Inspections)					<b>Est. Project Total</b>	\$900,000
2300274 44987	Other Project Type (Misc.)	CN	19,948,211	27,242,899	18,987,861			\$59,561,073	\$6,617,897
<b>Funding Category</b>	NHPP	<b>Project Description</b>	National Electric Vehicle Infrastructure Formula Program - various locations on Interstates TBD (Other Project Type (Miscellaneous))					<b>Est. Project Total</b>	\$75,765,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2300290  Bridge Condition	Statewide Consulting	PE	\$500,000	\$388,000				\$710,696	\$177,674
<b>Funding Category</b>	STBG	<b>Project Description</b>	Tunnels throughout the State (Bridge Inspections)					<b>Est. Project Total</b>	\$1,388,000
2300691 45192 Reliability & Freight Reliability	Mobility Construction	CN				\$51,000		\$46,246	\$5,138
<b>Funding Category</b>	NHPP	<b>Project Description</b>	From CR 875 W to 520 ft E of CR 875 W (Access Control)					<b>Est. Project Total</b>	\$301,000
2300704 45194 Safety	Mobility Construction	CN					\$553,000	\$442,046	\$110,512
<b>Funding Category</b>	STBG	<b>Project Description</b>	SR 332 at CR 500 W (Intersect. Improv. W/ Added Turn Lanes)					<b>Est. Project Total</b>	\$553,000

Sponsor		INDOT		Project Year and Cost					Estimates	
Des # Contract # Performance Measure		Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2301079 R-45195 Safety	Safety Construction	CN				\$2,028,000			\$1,622,044	\$405,511
<b>Funding Category</b>	STBG	<b>Project Description</b>	US 35 at CR 300 S (Intersection Improvement, Roundabout)						<b>Est. Project Total</b>	\$2,571,000
2301081 45182 Safety	Safety Construction	CN				\$1,998,000			\$1,598,432	\$399,608
<b>Funding Category</b>	NHPP	<b>Project Description</b>	SR 3 at CR 700 S (Other Intersection Improvement)						<b>Est. Project Total</b>	\$2,578,000
2301082 45183 Safety	Safety Construction	CN				\$2,265,000			\$1,812,212	\$453,053
<b>Funding Category</b>	NHPP	<b>Project Description</b>	At CR 400 S (Other Intersection Improvement)						<b>Est. Project Total</b>	\$2,792,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2301137	Road Construction	CN			\$46,066,000			\$41,459,082	\$4,606,565
45154	Bridge Construction	CN			\$9,913,000			\$8,921,590	\$991,288
Pavement Condition									
<b>Funding Category</b>	NHPP	<b>Project Description</b>	From 0.08 mi S of US 35/SR 28 to 0.41 mi S of SR 26 inc bridges over NB/SB Abandoned RR, NB over Pipe Creek, over US 35/SR 28 and SR 28 over US 35/SR 28 (HMA Overlay Minor Structural)					<b>Est. Project Total</b>	\$57,964,000
2301231	Safety Construction	CN			\$5,337,000			\$4,269,940	\$1,067,485
45447									
Safety									
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various Signal Locations Within the Greenfield District (Traffic Signals Modernization)					<b>Est. Project Total</b>	\$5,337,000
2301233	Safety Construction	CN			\$2,872,000			\$2,297,600	\$574,400
45448									
Safety									
<b>Funding Category</b>	STBG	<b>Project Description</b>	HSIP Systemic Projects Within the Greenfield District (Install Lighting)					<b>Est. Project Total</b>	\$2,872,000



Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2301248  Safety	Safety Construction	CN		\$4,811,000				\$3,848,969	\$962,242
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations within the Greenfield District (Traffic Signals Modernization)					<b>Est. Project Total</b>	\$4,811,000
2301262 45199 Safety	Safety Construction	CN		\$1,506,000				\$1,204,936	\$301,234
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations within the Greenfield District (Traffic Signals, New or Modernized)					<b>Est. Project Total</b>	\$1,806,000
2301266 45200 Safety	Safety Construction	CN		\$2,684,000				\$2,147,382	\$536,846
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations in Richmond and Rushville (Traffic Signals, New or Modernized)					<b>Est. Project Total</b>	\$3,034,000
2400077  Safety	Safety Consulting	PE	\$328,000	\$336,000	\$344,000			\$806,794	\$201,699
<b>Funding Category</b>	STBG	<b>Project Description</b>	HELPERS Program for Local Roads and Streets - Statewide LPA Training, Planning and Local Assist. (Other Type Project (Miscellaneous Project))					<b>Est. Project Total</b>	\$1,335,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400079 45473 Safety	District Maint. Work Program	CN	\$1,000,000					\$800,000	\$200,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations in Greenfield District (Guardrail, Maintenance or Repair)					<b>Est. Project Total</b>	\$1,000,000
2400080 45474 Safety	District Maintenance Work Program	CN	\$400,000					\$320,000	\$80,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations in Greenfield District (Repair or Replace Barrier Wall)					<b>Est. Project Total</b>	\$400,000
2400095  Safety	Statewide Consulting	PE	\$250,000					\$200,000	\$50,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Noise Analysis Technical Review Support - Small Purchase Contract - Statewide (Other Intersection Improvement)					<b>Est. Project Total</b>	\$500,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400543  Bridge Condition	Statewide Bridge - Consulting	PE	\$500,000					\$400,000	\$100,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various bridges around the state (Bridge Inspections)					<b>Est. Project Total</b>	\$500,000
2400593 45629 Safety	Safety Construction	CN	\$435,000					\$347,861	\$86,965
<b>Funding Category</b>	STBG	<b>Project Description</b>	ADA Ramps for 2026 (ADA Sidewalk Ramp Construction)					<b>Est. Project Total</b>	\$735,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performanc e Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400594 45201 Safety	Safety Construction	CN		\$892,000				\$713,911	\$178,478
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations in the Greenfield District (ADA Sidewalk Ramp Construction)					<b>Est. Project Total</b>	\$4,224,000
2400601 45607 Safety	Statewide Safety Program	CN			\$3,397,000			\$2,717,767	\$679,442
<b>Funding Category</b>	STBG	<b>Project Description</b>	High Mast Tower and conventional Lighting Replacement at various Interchanges (Lighting Installation/Maintenance)					<b>Est. Project Total</b>	\$3,417,000
2400625 45614 Safety	Tree Removal/Tri mming	CN	\$300,000					\$240,000	\$60,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Various locations in the Greenfield District (Tree Removal/Trimming)					<b>Est. Project Total</b>	\$300,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400725 45761 Pavement Condition	Road Construction	CN		\$3,000,000				\$2,700,000	\$300,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	0.11 mi S of SR 332 to 0.08 mi S of US 35/SR 28 (Pavement Patching)					<b>Est. Project Total</b>	\$3,750,000
2400803  CMAQ	Statewide Construction	CN		\$300,000				\$270,000	\$30,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Statewide ATMS Camera / Communications / Detection / DMS Replacements - FY 27 (ITS Traffic Management Systems)					<b>Est. Project Total</b>	\$300,000
2400804  CMAQ	Statewide Consulting	PE		\$500,000				\$450,000	\$50,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Software License for Statewide ATMS for FY 27 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$500,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400806  CMAQ	Statewide Consulting	PE		\$1,800,000				\$1,620,000	\$180,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Statewide TMC Dispatcher Operations & Engineering Support Contract for FY 27 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$1,800,000
2400807  CMAQ	Statewide Consulting	PE		\$500,000				\$400,000	\$100,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 27 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$500,000
2400808  CMAQ	Statewide Consulting	PE		\$1,200,000				\$1,080,000	\$120,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Statewide INRIX Traffic Data for FY 27 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$1,200,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400809	Statewide Consulting	PE		\$1,250,000				\$1,000,000	\$250,000
CMAQ									
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide Cell Service for Communications for Signals and ITS Devices for FY 27 (ITS Operations and Maintenance)					<b>Est. Project Total</b>	\$1,250,000
2400810	Statewide Construction	CN		\$350,000				\$280,000	\$70,000
CMAQ									
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 27 (ITS Program Equipment)					<b>Est. Project Total</b>	\$350,000
2400812	Statewide Construction	CN		\$838,000				\$670,606	\$167,652
45709									
CMAQ									
<b>Funding Category</b>	STBG	<b>Project Description</b>	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 27 (ITS Devices Maintenance Contracts)					<b>Est. Project Total</b>	\$838,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400818  CMAQ	Statewide Consulting	PE			\$1,200,000			\$1,080,000	\$120,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Statewide INRIX Traffic Data for FY 28 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$1,200,000
2400819  CMAQ		PE			\$750,000			\$675,000	\$75,000
<b>Funding Category</b>	NHPP	<b>Project Description</b>	Software License for Statewide ATMS for FY 28 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$750,000
2400820  CMAQ	Statewide Consulting	PE			\$500,000			\$400,000	\$100,000
<b>Funding Category</b>	STBG	<b>Project Description</b>	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 28 (ITS Program Contracted Services)					<b>Est. Project Total</b>	\$500,000



Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400821  CMAQ	Statewide Consulting	PE			\$1,800,000			\$1,620,000	\$180,000
Funding Category	NHPP	Project Description	Statewide TMC Dispatcher Operations & Engineering Support Contract for FY 28 (ITS Program Contracted Services)					Est. Project Total	\$1,800,000
2400823  CMAQ	Statewide Construction	CN			\$500,000			\$450,000	\$50,000
Funding Category	NHPP	Project Description	Statewide ATMS Camera / Communications / Detection / DMS Replacements - FY 28 (ITS Traffic Management Systems)					Est. Project Total	\$500,000
2400824  CMAQ	Statewide Consulting	PE			\$1,250,000			\$1,000,000	\$250,000
Funding Category	STBG	Project Description	Statewide Cell Service for Communications for Signals and ITS Devices for FY 28 (ITS Operations and Maintenance Contracts)					Est. Project Total	\$1,250,000

Sponsor INDOT			Project Year and Cost					Estimates	
Des # Contract # Performance Measure	Funding Program	Phase	2026	2027	2028	2029	2030	Federal Share	State Share
2400825  CMAQ	Statewide Construction	CN			\$500,000			\$400,000	\$100,000
Funding Category	STBG	Project Description	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 28 (ITS Program Equipment)					Est. Project Total	\$500,000
2400826 45711 CMAQ	Statewide Construction	CN			\$1,071,000			\$856,579	\$214,145
Funding Category	STBG	Project Description	Greenfield & Crawfordsville District ITS & Signal Maintenance Contract - FY 28 (ITS Devices Maintenance Contracts)					Est. Project Total	\$1,071,000

**MUNCIE INDIANA TRANSIT SYSTEM PROJECTS**  
**DELAWARE MUNCIE PLANNING AREA TIP**

**MOST COMMONLY USED FUND CODES:**

FTA Section 5307, 5309, 5316, 5317

**FISCAL YEARS 2026 THROUGH 2030** PMTF > Public Mass transportation Fund (State); PTC> Local

**TRANSPORTATION IMPROVEMENT PROGRAM - PROJECTS**

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
MUN-25-001	Operating Assistance	FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, IN for fiscal year 2025	Operating	\$3,245,000 \$1,471,673 \$4,301,898	FTA5307 PMTF PTC	2025	\$9,018,571
MUN-25-002	Rolling Stock	Replace up to three (3) heavy-duty buses (diesel, hybrid, electric) in FY2025	Purchase	\$1,800,000 \$450,000	FTA5339	2025	\$2,250,000
MUN-25-003	Rolling Stock	Replace up to four (4) propane light-duty paratransit vans in FY2025	Purchase	\$523,600 \$92,400	State5310 85/15	2025	\$616,000
MUN-25-004	Support Equipment	Purchase of one (1) replacement maintenance service truck	Purchase	\$36,000 \$9,000	FTA5307	2025	\$45,000
MUN-25-006	Other	Monies to support the accessible taxi voucher program, by subsidizing 50% of the cost of the accessible taxi program	Expense	\$50,000	STBG – FTA	2025	\$50,000

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
MUN-26-001	Operating Assistance	FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, IN for fiscal year 2026	Operating	\$3,250,000 \$1,475,000 \$4,302,000	FTA5307 PMTF PTC	2026	\$9,027,000
MUN-26-002	Rolling Stock	Replace up to three (3) heavy-duty buses (diesel, hybrid, electric) in FY2026	Purchase	\$1,800,000 \$450,000	FTA5339	2026	\$2,250,000
MUN-26-003	Rolling Stock	Replace up to four (4) propane light-duty paratransit vans in FY2026	Purchase	\$523,600 \$92,400	State5310 85/15	2026	\$616,000
MUN-26-004	Support Equipment	Replace heavy-duty floor lifts	Expense	\$640,000 \$160,000	FTA5307	2026	\$800,000

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
MUN-27-001	Operating Assistance	FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, IN for fiscal year 2027	Operating	\$3,255,000 \$1,501,707 \$4,305,000	FTA5307 PMTF PTC	2027	\$9,061,707
MUN-27-002	Rolling Stock	Replace up to three (3) heavy-duty buses (diesel, hybrid, electric) in FY2027	Purchase	\$1,800,000 \$450,000	FTA5339	2027	\$2,250,000
MUN-27-003	Rolling Stock	Replace up to four (4) propane light-duty paratransit vans in FY2027	Purchase	\$523,600 \$92,400	State5310 85/15	2027	\$616,000
MUN-27-004	Support Equipment	Purchase of one (1) replacement maintenance service truck	Purchase	\$32,000 \$8,000	FTA5307	2027	\$40,000

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
MUN-28-001	Operating Assistance	FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, IN for fiscal year 2028	Operating	\$3,260,000 \$1,505,000 \$4,306,000	FTA5307 PMTF PTC	2028	\$9,071,000
MUN-28-002	Rolling Stock	Replace up to three (3) heavy-duty buses (diesel, hybrid, electric) in FY2028	Purchase	\$1,800,000 \$450,000	FTA5339	2028	\$2,250,000
MUN-28-003	Rolling Stock	Replace up to four (4) propane light-duty paratransit vans in FY2028	Purchase	\$523,600 \$92,400	State5310 85/15	2028	\$616,000
MUN-28-004	Support Equipment	Replace/renovate bus wash	Expense	\$800,000 \$200,000	FTA5307	2028	\$1,000,000

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
MUN-29-001	Operating Assistance	FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, IN for fiscal year 2029	Operating	\$3,265,000 \$1,505,000 \$4,308,000	FTA5307 PMTF PTC	2029	\$9,078,000
MUN-29-002	Rolling Stock	Replace up to three (3) heavy-duty buses (diesel, hybrid, electric) in FY2029	Purchase	\$1,800,000 \$450,000	FTA5339	2029	\$2,250,000
MUN-29-003	Rolling Stock	Replace up to four (4) propane light-duty paratransit vans in FY2029	Purchase	\$523,600 \$92,400	State5310 85/15	2029	\$616,000
MUN-29-004	Support Equipment	Purchase of one (1) replacement maintenance service truck	Purchase	\$36,000 \$9,000	FTA5307	2029	\$45,000
MUN-29-005	Other	Replace heavy-duty forklift	Purchase	\$60,000 \$15,000	FTA 5307	2029	\$75,000

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
MUN-30-001	Operating Assistance	FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, IN for fiscal year 2029	Operating	\$3,265,000 \$1,505,000 \$4,308,000	FTA5307 PMTF PTC	2030	\$9,078,000
MUN-30-002	Rolling Stock	Replace up to three (3) heavy-duty buses (diesel, hybrid, electric) in FY2029	Purchase	\$1,800,000 \$450,000	FTA5339	2030	\$2,250,000
MUN-30-003	Rolling Stock	Replace up to four (4) propane light-duty paratransit vans in FY2029	Purchase	\$523,600 \$92,400	State5310 85/15	2030	\$616,000
MUN-30-004	Support Equipment	Purchase of one (1) replacement maintenance service truck	Purchase	\$36,000 \$9,000	FTA5307	2030	\$45,000
MUN-30-005	Other	Replace heavy-duty forklift	Purchase	\$60,000 \$15,000	FTA 5307	2030	\$75,000

**DMTIP**  
***Illustrative***  
***Projects***

DRAFT

### Illustrative Projects

This section is for information purposes and lists projects that are not an official part of the Transportation Improvement Program (TIP) either because they have work postponed beyond the years of this TIP or because they need to secure funding before they can be included. The projects in the following table only include rough estimates and would only be amended into the TIP after funding is secured.

#### PENDING PROJECTS AWAITING FUNDING OR SELECTION PROCESS

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FY YEAR
Delaware County	Bridge Replacement Rural Br.	Replacement of Bridge 45, Gregory Road over the Mississinewa River & adjustment to approaches.	CN	2,500,000	future
Yorktown	Road Reconstruction	CR 500W reconstruction from River Road to Eucalyptus Avenue, including curb and gutter.	CN	3,100,000	future
	Road Resurfacing	The resurfacing of various road according to pavement management programs under approved plans.	CN	1,000,000	future
City of Muncie	Road Resurfacing	Dr MLK Jr Blvd. resurfacing from the White River to Centennial Avenue.	CN	1,000,000	Future
City of Muncie	Intersection Improvement	Intersection improvement on Walnut	CN	3,000,000	Future
City of Muncie	Intersection Improvement	Intersection improvement on Memorial	CN	4,000,000	Future
Delaware County	Intersection Improvement	Intersection improvement at CR 600 S and CR 400 W	CN	2,000,000	Future
Delaware County	Bridge Replacement	Replacement of Bridge BR#88, CR 850 E at Buck Creek	CN	2,500,000	Future
Delaware County	Bridge Replacement	Replacement of Bridge #103, CR 500 N at Buck Creek.	CN	2,500,000	Future
Delaware County	Bridge Rehab	Rehab of Bridge #84, Dowden St and Mississinewa River	CN	2,000,000	Future
Delaware County	Bridge Rehab	Rehab of Bridge #503, Washington St and White River	CN	2,000,000	Future
Delaware County	Bridge Rehab	Rehab of Bridge #146, Proctor Rd and Buck Creek	CN	2,000,000	Future

## MITS Illustrative Projects

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
	Other	Addition of awnings to transfer station roof to provide shelter from elements for riders	Purchase	\$135,000 \$15,000			\$150,000
	Support Equipment	Purchase & installation of up to five (5) passenger waiting shelters	Purchase	\$80,000 \$20,000			\$100,000
	Other	Upgrade to LED lighting	Expense	\$60,000 \$15,000			\$75,000
	Other	Replace sprinkler system in 1300 E. Seymour St. building	Expense	\$400,000 \$100,000			\$500,000
	Other	Concrete at transfer and admin.	Expense	\$400,000 \$100,000			\$500,000
	Other	Epoxy floor coating in maintenance area	Expense	\$80,000 \$20,000			\$100,000
	Other	Heating & AC in administration	Expense	\$120,000 \$30,000			\$150,000



## PRIORITY SCHEDULE FOR DELAWARE COUNTY BRIDGES

### CATEGORY: 1 REPLACEMENT

Bridge Number	Priority Number	Year of Work	Type of Work	Gross Tons	Sufficiency Rating	Estimated Costs (x \$1,000)		
						Bridge	Roadway	Total
00086	1	2026	31	14	57.7	779	350	1355
00088	2	2026	31	10	55.5	480	850	1596
00035	3	2026	31	10	31.7	432	515	1136
00190	4	2026	31	29	46.6	340	515	1026
00112	5	2026	31	14	56.9	896	843	2088
00502	6	2026	31	20	79.0	1127	928	2467
00103	7	2026	31	20	55.4	728	929	1989
00045	8	2026	31	4	23.0	2765	1640	5285
00108	9	2027	31	5	42.3	673	895	1882
00075	10	2027	31	19	50.3	673	563	1483
00130	11	2028	31	13	49.6	2198	922	3744
00050	12	2028	31	25	55.6	476	580	1268
00013	13	2029	31	12	60.5	1130	949	2496
00058	14	2029	31	63	60.5	462	597	1272
00245	15	2030	31	20	64.9	504	1045	1860
00137	16	2030	31	19	80.9	427	615	1251
00118	17	2031	31	13	62.7	1203	1007	2653
00507	18	2031	31	20	78.0	598	633	1478
00121	19	2032	31	20	87.0	547	652	1439
00040	20	2032	31	23	82.0	753	652	1687

Total Bridges for Category 1 = 20

\*Estimated Costs for Replacement Projects = \$39,453,909

### CATEGORY: 2 REHABILITATION

Bridge Number	Priority Number	Year of Work	Type of Work	Gross Tons	Sufficiency Rating	Estimated Costs (x \$1,000)		
						Bridge	Roadway	Total
00193	1	2026	35	20	64.7	2798	893	4430
00020	2	2026	35	40	72.9	1084	819	2284
00051	3	2026	35	36	72.9	755	371	1353
00030	4	2026	35	15	74.3	429	382	975
00146	5	2027	35	20	95.8	442	394	1004
00084	6	2028	35	20	93.1	1128	406	1841
00180	7	2029	35	43	89.2	254	0	306
00003	8	2030	35	20	97.0	220	430	781
00012	9	2031	35	20	85.9	291	443	882
00179	10	2032	35	14	74.5	609	457	1280
00503	11	2033	35	15	65.6	1372	1068	2930
00144	12	2034	35	55	87.1	875	692	1881
00122	13	2035	35	20	85.9	287	0	345
00519	14	2036	35	20	69.9	1280	1236	3020

Total Bridges for Category 2 = 14

\*Estimated Costs for Rehabilitation Projects = \$23,309,959

### CATEGORY: 3 WIDENING

Bridge Number	Priority Number	Year of Work	Type of Work	Gross Tons	Sufficiency Rating	Estimated Costs (x \$1,000)		
						Bridge	Roadway	Total

Total Bridges for Category 3 = 0

### CATEGORY: 4 REPAIR

Bridge Number	Priority Number	Year of Work	Type of Work	Gross Tons	Sufficiency Rating	Estimated Costs (x \$1,000)		
						Bridge	Roadway	Total
00209	1	2026	38	25	58.8	270	350	744
00163	2	2026	38	24	81.8	278	0	334
00021	3	2026	38	62	83.1	350	0	420
00506	4	2026	38	65	84.7	426	0	511

Total Bridges for Category 4 = 4

\*Estimated Costs for Rehabilitation Projects = \$2,009,233

### CATEGORY: 5 ELIMINATE

Bridge Number	Priority Number	Year of Work	Type of Work	Gross Tons	Sufficiency Rating	Estimated Costs (x \$1,000)		
						Bridge	Roadway	Total
00134	1	2026	38	0	7.0	622	0	747

Total Bridges for Category 5 = 1

\*Estimated Costs for Rehabilitation Projects = \$747,000

\*Assumed 3% inflation per year/Incidental costs accounted for in Total Cost

# 2023-2050 DELAWARE MUNCIE TRANSPORTATION PLAN EXCERPTS

## LONG RANGE PROJECTS

Jurisdiction		City of Muncie									
Project Class		Project Name	Des #	Miles	Type of Expansion Project	Type of Exempt Project	Model Year	Project Cost	Federal Cost	Local Cost	Federal Funding
Funding Phase											
2024-2029		Tillotson from Kilgore to McGalliard				HMA Overlay/Reconstruction	2030	\$2,779,890	\$2,223,200	\$555,890	STBG
2024-2029		McGalliard from Tillotson to Wheeling				HMA Overlay	2030	\$1,152,000	\$ 921,600	\$230,400	STBG
2024-2029		McGalliard from Granville to US 35				HMA Overlay	2030	\$2,152,000	\$1,721,600	\$430,400	STBG
2024-2029		Nichols Ave at White River Blvd		0.00		Intersection/Roundabout	2030	\$3,000,000	\$2,400,000	\$600,000	Urban STP
2024-2029		Riffin Reconstruction		1.40		Reconstruction/Turn Lanes	2030	\$4,000,000	\$3,200,000	\$800,000	Urban STP
2024-2029		Riverside Reconstruction		0.60		3-R Reconstruction	2030	\$3,000,000	\$1,600,000	\$400,000	Urban STP
2030-2034		Walnut Reconstruction		0.75		Reconstruction/Turn Lanes	2035	\$3,000,000	\$1,600,000	\$400,000	Urban STP
2030-2034		Bethel from Oakwood to New York		0.50		Reconstruction/Turn Lanes	2035	\$4,000,000	\$3,200,000	\$800,000	Urban STP
2030-2034		Morrison Reconstruction		0.90		Reconstruction/Turn Lanes	2035	\$4,000,000	\$3,200,000	\$800,000	Urban STP
Jurisdiction		Delaware County									
Project Class		Project Name	Des #	Miles	Type of Expansion Project	Type of Exempt Project	Model Year	Project Cost	Federal Cost	Local Cost	Federal Funding
Funding Phase											
2024-2029		Kitselman Trail Phase 3	1900774			Trail Construction	2030	\$4,342,525	\$3,474,020	\$868,505	STP-Urban
2024-2029		BR #193 Memorial Dr over White River	2100088	0.00		Bridge Replacement	2030	\$2,025,000	\$1,620,000	\$405,000	STP-Urban
2024-2029		BR #502 Gharkey St over Buck Creek		0.00		Bridge Replacement	2030	\$1,250,000	\$1,000,000	\$250,000	STP-Urban
2024-2029		Br#20 Walnut St over Mississinewa River		0.00		Bridge Replacement	2030	\$2,500,000	\$2,000,000	\$500,000	STP-Urban
2024-2029		Nebo Rd at Bethel Avenue		0.00		Intersection/Roundabout	2030	\$2,500,000	\$2,000,000	\$500,000	STP-Urban
2024-2029		Morrison Rd at Bethel Avenue		0.00		Intersection/Roundabout	2030	\$2,500,000	\$2,000,000	\$500,000	STP-Urban
2030-2034		Br#45 Gregory Rd over Mississinewa River		0.00		Bridge Replacement	2035	\$2,500,000	\$2,000,000	\$500,000	STP-Urban
2030-2034		Riffin Rd at Old State Road 3		0.00		Intersection/Roundabout	2035	\$2,500,000	\$2,000,000	\$500,000	STP-Urban
Jurisdiction		Yorktown									
Project Class		Project Name	Des #	Miles	Type of Expansion Project	Type of Exempt Project	Model Year	Project Cost	Federal Cost	Local Cost	Federal Funding
Funding Phase											
2024-2029		Tiger Dr at River Rd		0.00		Intersection Turn Lanes	2030	\$2,500,000	\$2,000,000	\$500,000	STP-Urban
2024-2029		River Rd at CR 500W		0.00		Intersection/Roundabout	2030	\$3,000,000	\$2,400,000	\$600,000	STP-Urban
2024-2029		River Rd at CR 600W		0.00		Intersection/Roundabout	2030	\$3,000,000	\$2,400,000	\$600,000	STP-Urban
2030-2034		CR 500W: SR 32 to River Rd		0.25		New Road/Bridge	2035	\$4,000,000	\$3,200,000	\$800,000	STP-Urban
2030-2034		CR 500W: River Rd to Eucalyptus Ave		0.60		3-R Reconstruction	2035	\$3,000,000	\$2,400,000	\$600,000	STP-Urban

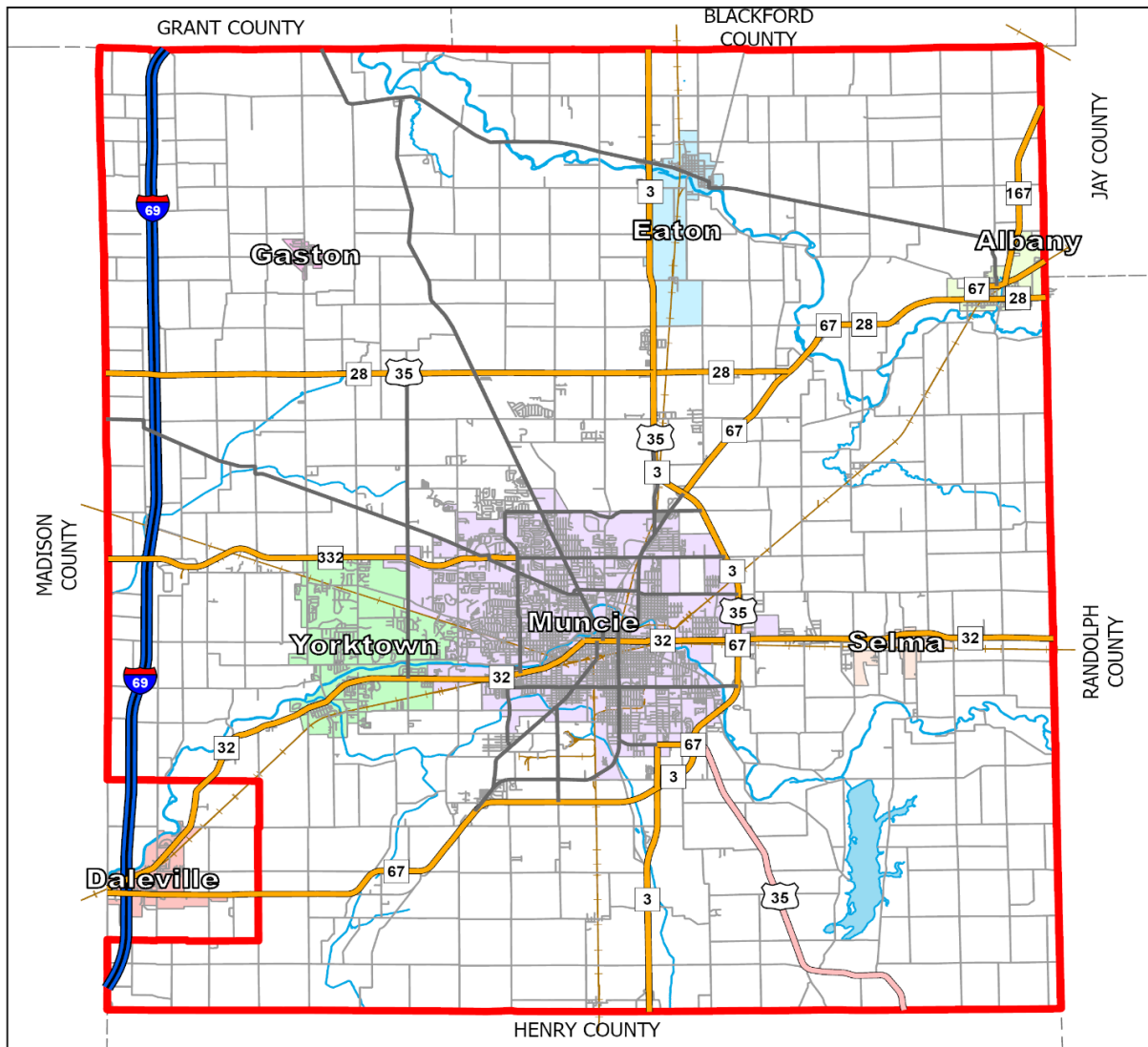
Abbreviations: Urban STP = Urban Surface Transportation Program, CMAQ = Congestion Mitigation & Air Quality, TA = Transportation Alternatives

# **DMTIP**

## ***Summary***

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## DMMPC MPA BOUNDARIES



### **Muncie Metropolitan Planning Area**

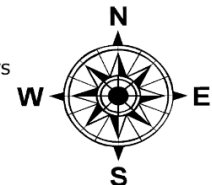
#### Major Roads

- INTERSTATE
- US HIGHWAY

- STATE ROAD
- MAJOR ROAD
- Muncie MPA

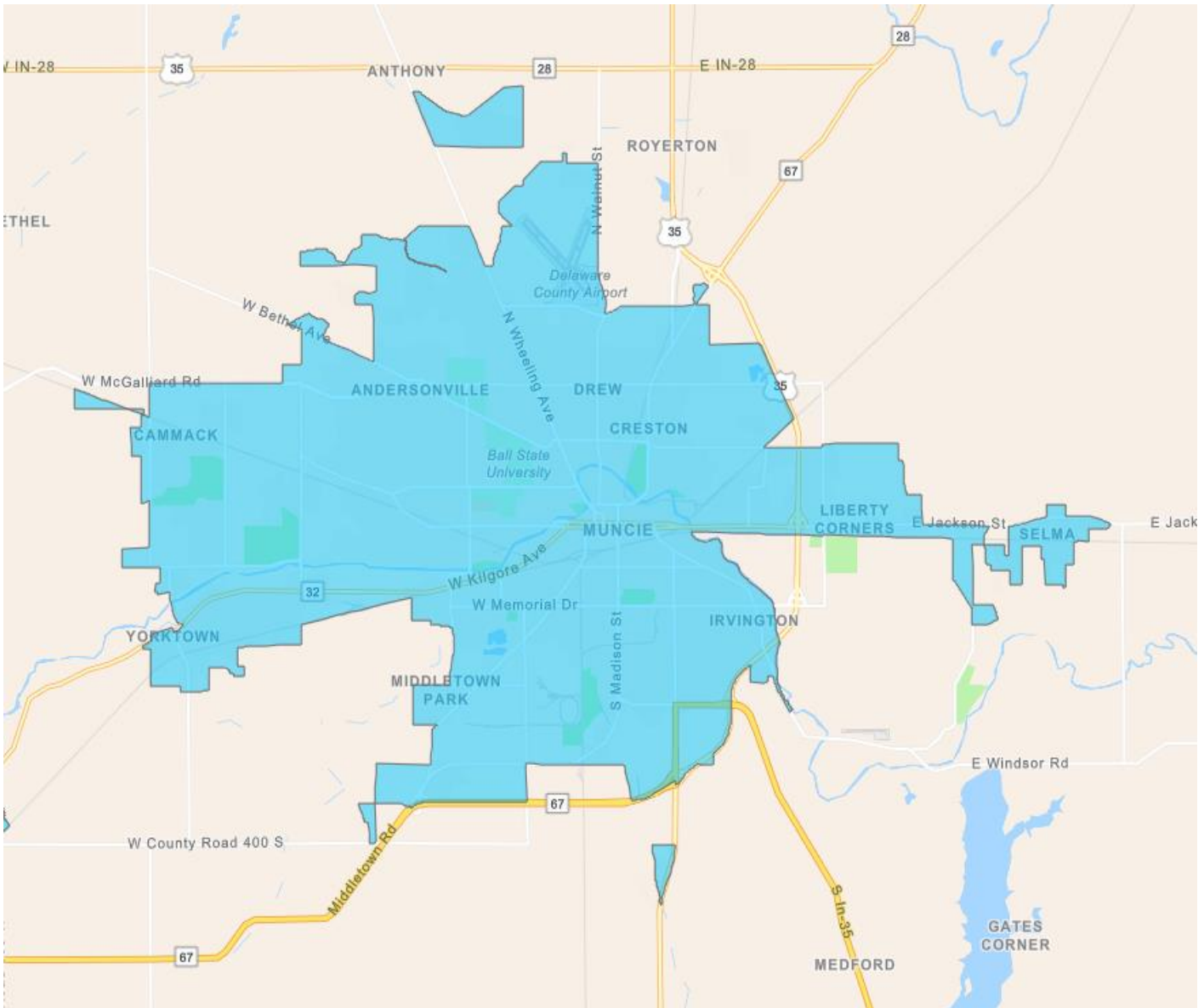
- Streets
- Rail Lines
- Lakes and Rivers

0      2.5      5      10  
Miles



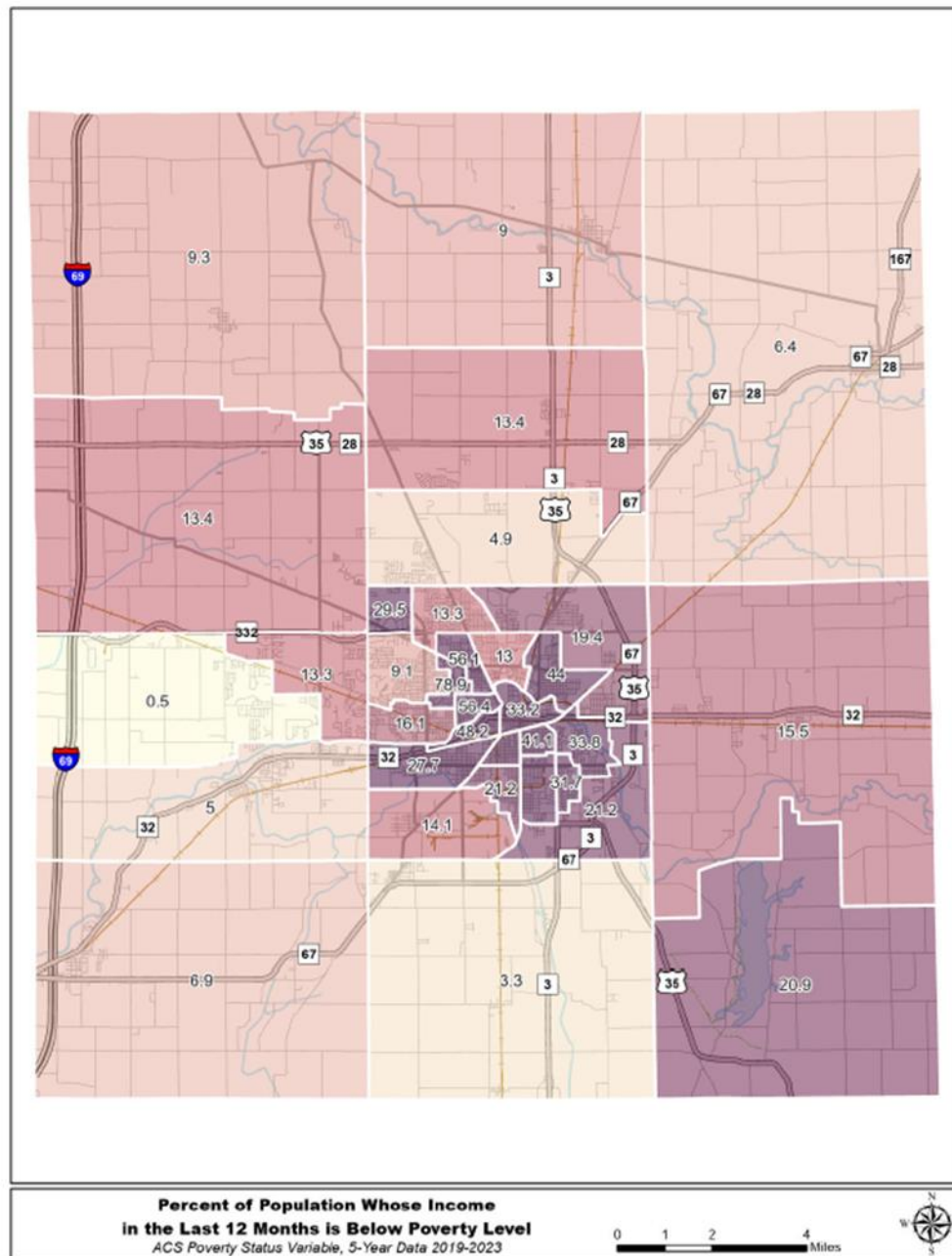
## URBANIZED AREA

### 2020 U.S. Census Muncie Urbanized Area

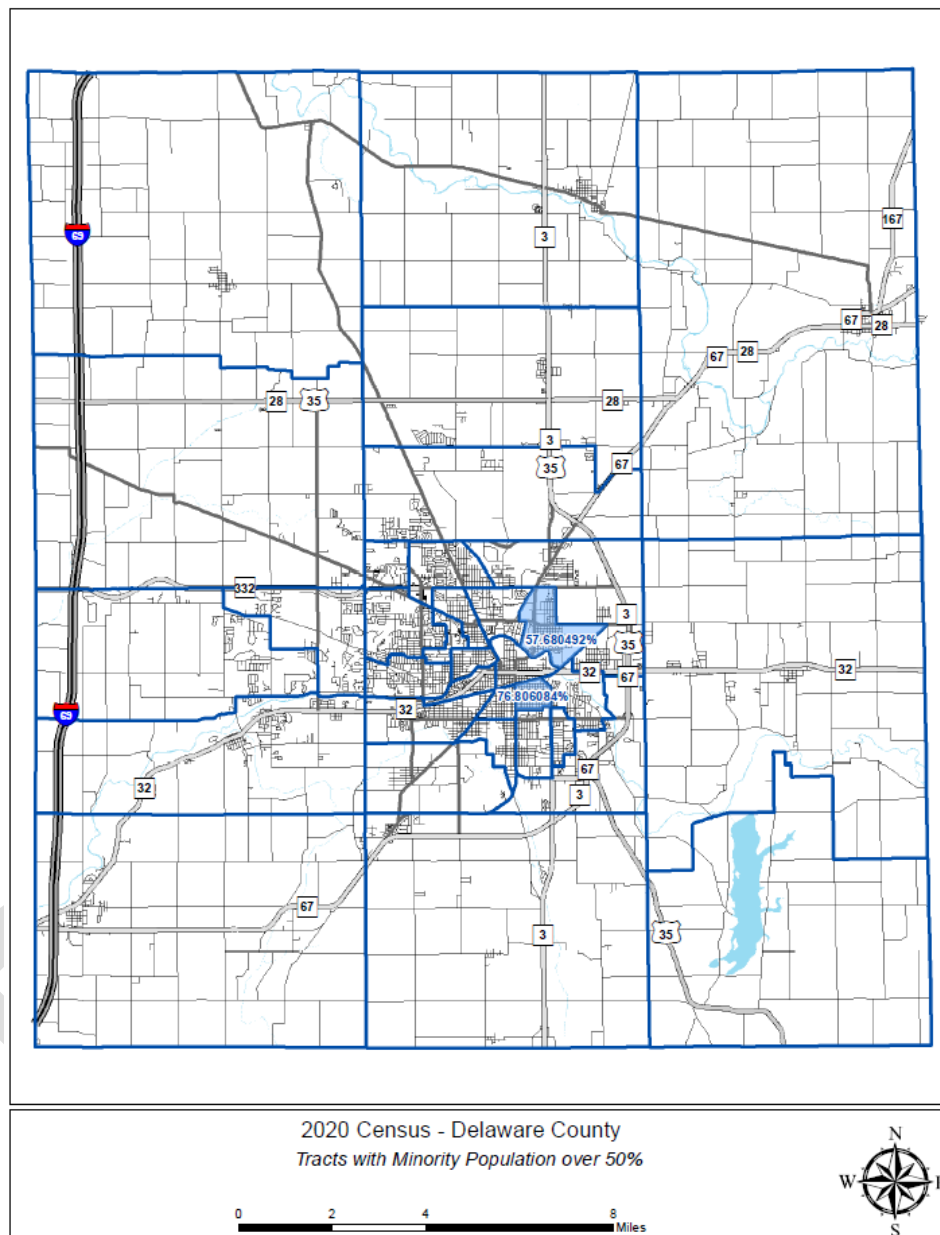


## Analysis of Metropolitan Planning Area

The 2020 census tract data map below for Delaware County shows the concentration of low-income areas. The darker the color in the illustration below, the higher the percentage of poverty. The 2020 Census indicates that 21,912 people or 19.4% of Delaware County's population live below the poverty level.

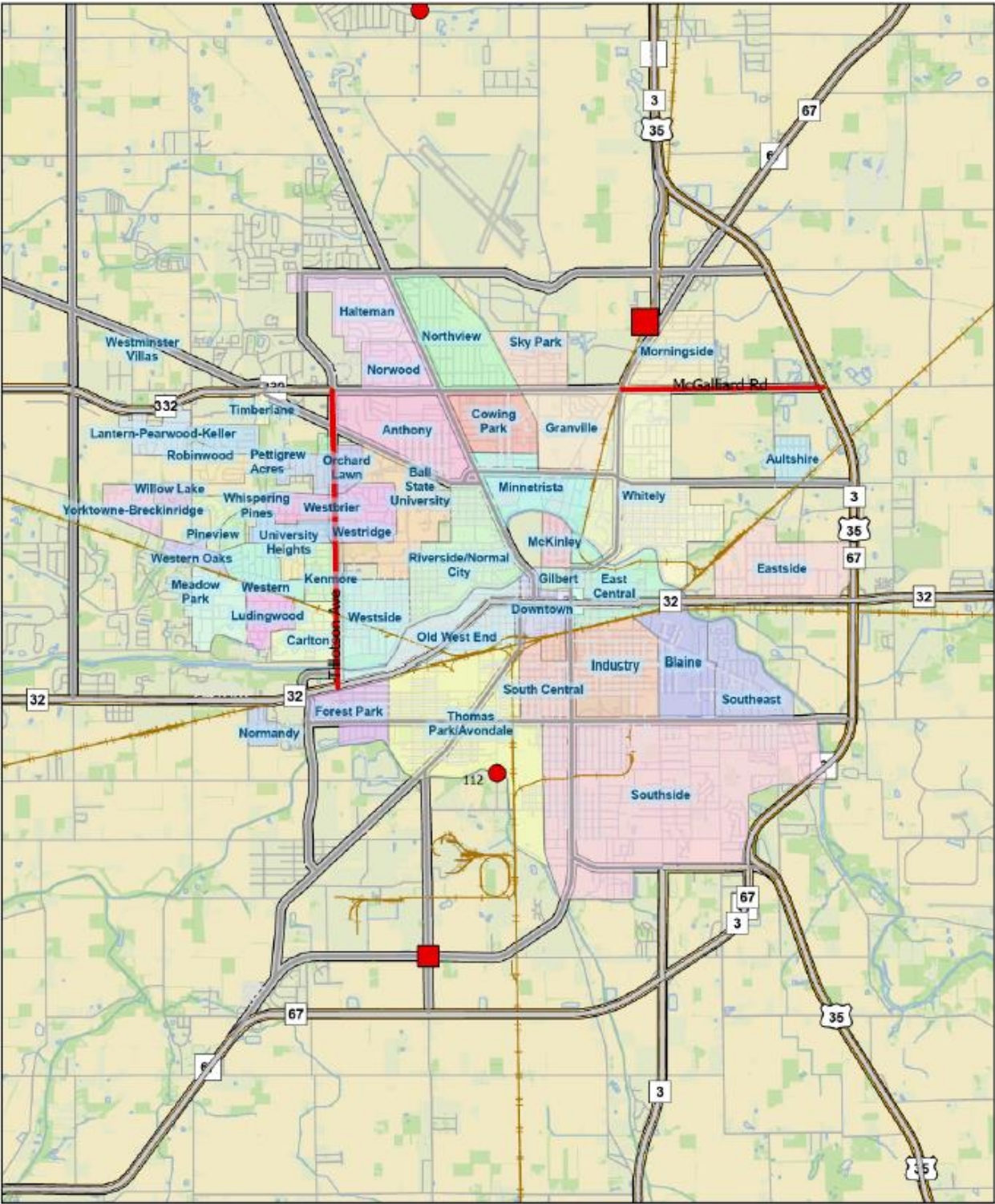


The Minority Areas, as shown on the map below highlighted in blue, are the 2020 Census Tracts with over 50% of the population as minorities. The 2020 Census reported that Delaware County has a population of 112,951. The populations of Minority Areas totaled 12.2% of the total population of Delaware County.

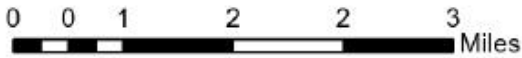




**Project Listing Map**



- Legend
- Bridges
  - Roads
  - Intersections



## Performance Measures Supporting Projects

Safety is a significant factor in the federal design standards for all road improvements. All of our road projects are expected to improve safety and support the Safety targets. All road projects addressing pavement condition support Infrastructure Condition targets. The intersection improvement projects, including roundabouts help support Travel Time Reliability, Safety, and Infrastructure Condition goals. The projects involving trails or sidewalks should help support the Non-Motorist Safety target. The County's bridge projects also include safety within their designs support Safety and Infrastructure Condition goals.

Sponsor	DES #	Type of Project	Performance Measure Supported
Delaware County	2003023	BR #112 Bridge Replacement	Infrastructure (Bridge) Condition Safety
Delaware County	2100143	Bridge Reinspection Study	Infrastructure (Bridge) Condition Safety
Delaware County	2101735	BR #30 Bridge Rehabilitation	Infrastructure (Bridge) Condition Safety
Delaware County	2101736	BR #51 Bridge Rehabilitation	Infrastructure (Bridge) Condition Safety
Delaware County	2201635	BR #75 Bridge Replacement	Infrastructure (Bridge) Condition Safety
Delaware County	2300104	Bridge Reinspection Study	Infrastructure (Bridge) Condition Safety
Delaware County	2401841	BR #502 Bridge Replacement	Infrastructure (Bridge) Condition Safety
Delaware County	2401837	Cowan Rd. at Fuson Rd. Intersection Improvement – RB	Travel Time Reliability Infrastructure Condition Safety
City of Muncie	2003045	Tillotson Ave. HMA Overlay	Infrastructure Condition
City of Muncie	2003048	McGalliard East HMA Overlay	Infrastructure Condition
City of Muncie	2200095	E Robin Ln. Railroad Crossing	Safety
Yorktown	2500501	Intersection Improvement	Travel Time Reliability Infrastructure Condition Safety

**DMTIP**

***Public Outreach  
and Comments***

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This section is for information pertaining to public comment that has been received concerning the FY 2026-2030 Delaware Muncie Transportation Improvement Program (DMTIP) during the public involvement process.

A notice was placed in the Muncie Star Press on December 13, 2024 for public input meeting held on December 19, 2024 for the draft FY 2026-2030 DMTIP.

A copy of the public meeting notice is listed below:

### **NOTICE OF PUBLIC PRESENTATION**

The Delaware-Muncie Metropolitan Plan Commission (DMMPC) will hold a public input meeting **on December 19, 2024**, from 3:30 PM to 6:00 PM in the lobby of the Delaware County Building, 1000 W. Main Street, Muncie, IN, regarding the 2026-2030 Delaware-Muncie Transportation Improvement Plan (DMTIP).

We welcome input from all citizens, public agencies, transportation providers, and interested parties. Comments can be submitted at the DMMPC office, Room 206, from 8:30 AM-4:00 PM, Monday-Friday, via phone at 765-747-7740 or email at [kswackhamer@co.delaware.in.us](mailto:kswackhamer@co.delaware.in.us).

### **Public Comments toward FY 2026-2030 DMTIP**

#### **In person DMTIP Survey Comments:**

- 1. Do you feel you have a voice in the transportation planning process?**
  - a. Yes, through surveys, meetings, and elected officials.
- 2. Are you satisfied with our current transportation infrastructure?**
  - a. Yes
- 3. Do you feel our community is bicycle and pedestrian friendly?**
  - a. It is getting better. There is more work that needs to be done.
  - b. Yes, but I would like more bicycle lanes & sidewalks on heavy traffic roadways.
  - c. Yes, but I would like to see buses that go out to into the county areas.

## Online Survey:

### 1. What is important to you? (Click, hold, and drag items to reorder -Top Priority to Lowest Priority)

- Enhanced bicycle and pedestrian network, facilities, and connections (Sidewalk, trails, bike lanes, etc.);B. Improve roadway performance levels (Manage roadway access, improve intersections, and traffic operations);H. Protect the environment ( Carbon reduction strategies, water/noise pollutions, etc.);G. Embrace new technology (Cav, EV charging stations, alternative fuel sources, smart signs, etc.);E. Improve & support public transportation services (Buses, paratransit in rural areas, passenger rail, & park-n-rides);D. Safe & secure travel for all modes (Crash reductions, reduced fatality and injury rates, and construction zone safety.);F. Added roadway capacity (More lanes, new road infrastructure, new interchanges, and dedicated truck lanes).;A. Taking care of what we have (Roadway and bridge preservation and maintenance);
- D. Safe & secure travel for all modes (Crash reductions, reduced fatality and injury rates, and construction zone safety.);C. Enhanced bicycle and pedestrian network, facilities, and connections (Sidewalk, trails, bike lanes, etc.);E. Improve & support public transportation services (Buses, paratransit in rural areas, passenger rail, & park-n-rides).;A. Taking care of what we have (Roadway and bridge preservation and maintenance);B. Improve roadway performance levels (Manage roadway access, improve intersections, and traffic operations);F. Added roadway capacity (More lanes, new road infrastructure, new interchanges, and dedicated truck lanes).;H. Protect the environment ( Carbon reduction strategies, water/noise pollutions, etc.);G. Embrace new technology (Cav, EV charging stations, alternative fuel sources, smart signs, etc.);
- A. Taking care of what we have (Roadway and bridge preservation and maintenance);D. Safe & secure travel for all modes (Crash reductions, reduced fatality and injury rates, and construction zone safety.);B. Improve roadway performance levels (Manage roadway access, improve intersections, and traffic operations);E. Improve & support public transportation services (Buses, paratransit in rural areas, passenger rail, & park-n-rides).;C. Enhanced bicycle and pedestrian network, facilities, and connections (Sidewalk, trails, bike lanes, etc.);H. Protect the environment ( Carbon reduction strategies, water/noise pollutions, etc.);F. Added roadway capacity (More lanes, new road infrastructure, new interchanges, and dedicated truck lanes).;G. Embrace new technology (Cav, EV charging stations, alternative fuel sources, smart signs, etc.);
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- A. Taking care of what we have (Roadway and bridge preservation and maintenance);C. Enhanced bicycle and pedestrian network, facilities, and connections (Sidewalk, trails, bike lanes, etc.);H. Protect the environment ( Carbon reduction strategies, water/noise pollutions, etc.);B. Improve roadway performance levels (Manage roadway access, improve intersections, and traffic operations);D. Safe & secure travel for all modes (Crash reductions, reduced fatality and injury rates, and construction zone safety.);E. Improve & support public transportation services (Buses, paratransit in rural areas, passenger rail, & park-n-rides).;F. Added roadway capacity (More lanes, new road infrastructure, new interchanges, and dedicated truck lanes).;G. Embrace new technology (Cav, EV charging stations, alternative fuel sources, smart signs, etc.);
- A. Taking care of what we have (Roadway and bridge preservation and maintenance);D. Safe & secure travel for all modes (Crash reductions, reduced fatality and injury rates, and construction zone safety.);F. Added roadway capacity (More lanes, new road infrastructure, new interchanges, and dedicated truck lanes).;B. Improve roadway performance levels (Manage roadway access, improve intersections, and traffic operations);E. Improve & support public transportation services (Buses, paratransit in rural areas, passenger rail, & park-n-rides).;C. Enhanced bicycle and pedestrian network, facilities, and connections (Sidewalk, trails, bike lanes, etc.);H. Protect the environment ( Carbon reduction strategies, water/noise pollutions, etc.);G. Embrace new technology (Cav, EV charging stations, alternative fuel sources, smart signs, etc.);

**2. What is your home zip code?**

- 47304
- 47304
- 47305
- 47303
- 47356
- 47302
- 47334

**3. What is your work zip code?**

- 47303
- 47305
- 47305
- 47305
- 47305
- 47306

**4. What is your age?**

- 60 or older
- 30-39
- 25-29
- 50-59
- 18-24
- 25-29
- 50-59

**5. Do you have access to a vehicle?**

- Yes
- Yes
- Yes
- Yes
- Yes
- Yes

- Yes

6. Rate your success to do the following:

**Public Transportation (Ex: MITS):**

- Excellent
- Good
- Average
- Average
- Poor
- Good
- Average

**Walking and biking:**

- Good
- Average
- Good
- Average
- Good
- Good
- Excellent

7. Rate your ability to travel for the following activities:

**Work or school:**

- Excellent
- Good
- Excellent
- Average
- Good
- Good
- Excellent

**Combine multiple destinations, such as errands or childcare, into your journey to/from work or school:**

- Excellent
- Excellent
- Good
- Good
- Good
- Good
- Good

**Shopping and personal services:**

- Excellent
- Excellent
- Good
- Good
- Good
- Good
- Good

### **Medical Care**

- Excellent
- Good
- Average
- Good
- Average
- Good
- Average

### **Recreation:**

- Excellent
- Average
- Average
- Good
- Good
- Good
- Excellent

### **8. How do you normally get to work?**

- Drive alone
- Drive alone
- Drive alone
- Drive alone
- Drive alone
- Drive alone
- Drive alone

### **9. How did you hear about this meeting?**

- Email
- Flyer
- DMMPC Website
- Flyer
- Flyer
- Flyer
- Flyer

### **10. Do you have any other thoughts on transportation improvements you would like to share?**

- Priority on active transportation – supporting safe bike routes to work and school
- I would like more bike lanes and sidewalks. Especially in the following areas: Kilgore heading towards Tillotson, White River Blvd towards Wheeling, Wheeling towards Riggins, and Riggins towards The Cardinal Greenway. There are several people who have to walk or bike in the middle of these high traffic roads because there are no bike lanes or sidewalks.
- No
- Best idea I have is changed the streets back the way they were
- Main St and Jackson should not be 1 lane. It is very hard to get through downtown Muncie. The timing of the stop light for roads that intersect with Jackson St and Main St turn to quickly for the intersecting streets and the lights on Jackson and Main stay green way to long.
- You're doing great. Thank you for your work.
- Please reconsider the 1 lane of Jackson St. traffic is backed up during rush hours.



### **Additional in-person comments:**

1. Add lighting down 35. The road is dangerously dark.
2. At 350 S & 35: Move up warning signs & get larger warning signs about the lane changing from four to two lanes. Increase the width of the lanes and the width of the paint lane markers. Add reflective paint and reflective lane markers.
3. It's challenging to turn onto Wheeling off of N Rosewood Ave.
4. Please add bike lanes and sidewalks down Wheeling and Riggins to lead to the Cardinal Greenway safely.
5. Please add bike lanes and sidewalks down 32 from Nebo to downtown Muncie. People are walking and biking down these busy roads.
6. Please add sidewalks and/or bike lanes on 200 E. Groups of people walk or bike down these narrow country roads.
7. Widen the road where it curves at S. 188 and S 200 E Road in Muncie. There are a lot of car accidents on this narrow curve.

**Note:** All public input comments received during this period have been referred to the correct jurisdictions (City Engineer, County Highway Department, and INDOT).

The Delaware County Highway Department prioritizes citizen requests regarding roadside safety and are dedicated to creating safer roadways for everyone. While adding sidewalks to county roads isn't currently in our budget, we are excited to implement "SHARE THE ROAD" signage along Meeker, CR 188 E, and CR 200 E to encourage drivers to remain vigilant of pedestrian traffic. Additionally, after measuring the road widths and conducting a collision study on CR 525 S, which curves between CR 188 E and CR 200 E, we identified valuable opportunities for improvement, such as installing advance warning signage and reducing the speed limit around the curves. These proactive measures will enhance safety for all road users, reflecting our commitment to community well-being.

### **2026-2030 DMTIP Outreach and Communication Public and Agencies**

- Informed public of DMTIP development at monthly Metropolitan Plan Commission Board meetings: 10/3/24, 11/7/24, 1/9/25, 2/6/25, 3/6/25, 4/4/25
- 11/13 - Worked with MCS to translate Public Participation Flyer into Spanish
- Worked on updating I Speak Cards to add in Hawaiian, Samoan, and Tahitian into our offered language translations and improve ease of finding language translation.
- 12/12/24 - Created online Survey for Public Participation
- 12/13/24 - Passed out flyers for Meeting & Online Survey
- 12/13/24 - Notice in The Star Press newspaper for Public Meeting
- 12/16/24 - Passed out flyers for Meeting & Online Survey
- 12/19/24 - Formal Public Meeting & Request for Public Input 4PM-6PM
- 3/8/25 - Transportation Survey QR code distributed at I.D.E.A. Conference
- 4/4/25 – Draft FY 2026-2030 DMTIP posted to website for public comment

# **DMTIP**

## ***Appendix A***

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## **Air Quality Conformity**

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 were 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 or “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 or “conform to” the purpose of a State’s SIP. Transportation conformity established 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 U.S. Environmental Protection Agency (EPA) has issued guidance to assist in the implementation of the February 16, 2018, decision from the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v EPA* (“South Coasts II,” 882 F.3d 1138). The guidance addresses how transportation conformity determinations can be made in areas that were either non-attainment or maintenance for the 1997 Ozone NAAQS.

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 redesignation of Delaware County to attainment of the 8-hour ozone standard. Delaware County, Muncie, Indiana was defined as an orphan maintenance area in the 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).

### **Process**

- Informal Consultation: March 18, 2025-March 25, 2025
- Response to Initial Submittal: March 25, 2025
- Final Public Input: April 10, 2025 – May 10, 2025
- Transportation Policy Committee Approval: April 11, 2025
- Update Conformity Report: May 11, 2025
- Request FHWA to Initiate Formal Consultation: April 16, 2025-May 10, 2025
- ICG Response to Formal Consultation:
- USDOT Issues Conformity Determination Letter:



## DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

Delaware County Building, 100 West Main Street, Room 206, Muncie, IN 47305

### TRANSPORTATION POLICY COMMITTEE

#### OF THE

### DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

#### RESOLUTION 25-07

**WHEREAS,** the Delaware-Muncie Metropolitan Plan Commission (DMMPC) is the Metropolitan Planning Organization (MPO), as designated by the Governor of the State of Indiana, for the Muncie Urbanized Area; and

**WHEREAS,** the Transportation Policy Committee (TPC) is the policy committee of the Metropolitan Planning Organization involved in the transportation planning process for the Muncie Urbanized Area; and

**WHEREAS,** the FY 2026-2030 Delaware-Muncie Transportation Improvement Program (DMTIP) Draft was prepared as a required multi-year program of transportation improvement projects by jurisdictions within the Muncie Metropolitan Planning area; and

**WHEREAS,** Regional significant (non-exempt) projects are included in the approved Metropolitan Transportation Plan (MTP) which conforms with the IN-State Implementation Plan; and

**WHEREAS,** the FY 2026-2030 DMTIP Draft project list was submitted to the Interagency Conformity Group (ICG) for confirmation of exempt status with the consultation period ending on March 25, 2025; and

**WHEREAS,** the FY 2026-2030 DMTIP Draft was given a favorable recommendation by the Technical Advisory Committee on April 11, 2025; and

**WHEREAS,** the FY 2026-2030 DMTIP Draft was reviewed and approved by the Transportation Policy Committee on April 11, 2025; and

**WHEREAS,** the Transportation Policy Committee approved administrative power to the DMMPC to make any additional changes to the FY 2026-2030 DMTIP Draft in response to comments from INDOT, FTA, and FHWA will no further approval from the committee.

**NOW, THEREFORE, BE IT RESOLVED** by the Transportation Policy Committee of the DMMPC as follows:

**Section 1.** That the FY 2026-2030 Delaware-Muncie Transportation Improvement Program (DMTIP) is hereby approved as presented.

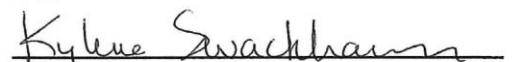
Approved this 11<sup>th</sup> day of April, 2025.

**ATTEST:**

  
Kayla Shawver, Transportation Planner  
DMMPC – Muncie MPO

**TRANSPORTATION POLICY COMMITTEE**

**BY:**

  
Kylee Swackhamer, Executive Director  
DMMPC – Muncie MPO

## **Conformity Determination Approval Letter**

To be inserted later once approved.

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# **DMTIP**

## ***Appendix B***

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

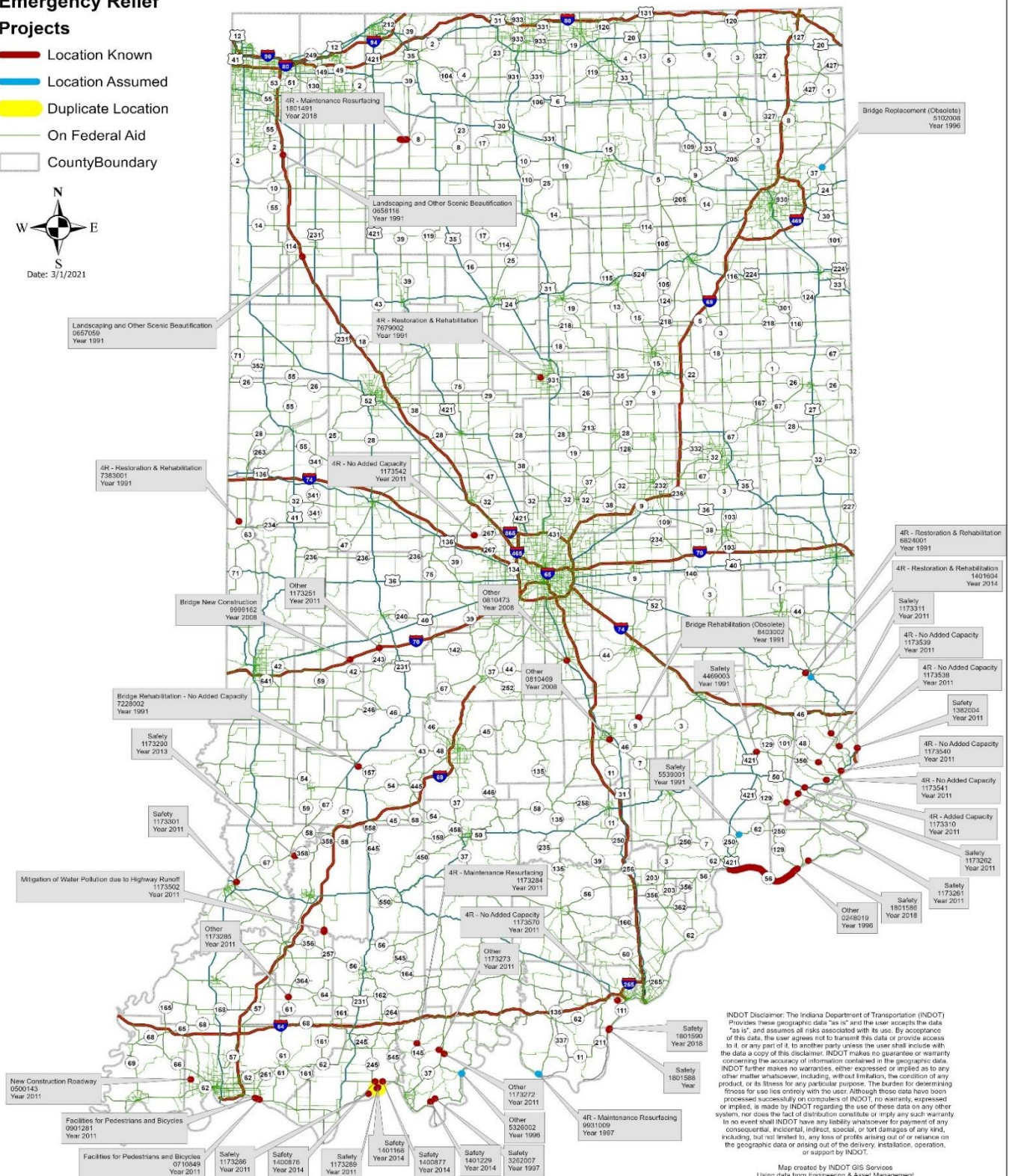
Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.

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 in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where emergency repairs have taken place are illustrated on the map on the next page, but there were no emergency repairs located within Delaware County. INDOT will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years.



## Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- County Boundary



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[www.in.gov/indot](http://www.in.gov/indot)



# **DMTIP**

## ***Appendix C***

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**PROJECT CHANGES TO DMTIP BY AMENDMENT OR MODIFICATION**

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