

Delaware-Muncie Metropolitan
Plan Commission

**FY 2020-2024
Delaware Muncie
Transportation Improvement
Program**



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DMTIP

Preface

YORKTOWN TOWN COUNCIL

Rich Lee President

Robert Ratchford Vice-President

Michael Burke

Rick Glaub

Daniel Flanagan

Lon Fox

Bryan Smith

TRANSPORTATION COMMITTEES AND AFFILIATIONS

TRANSPORTATION POLICY COMMITTEE

Marta Moody...Chairperson

Sherry Riggins...Vice Chairperson

Jim Lowe – BSU Facilities

Sherry Riggins - County Commissioners

Julius Anderson - City Council

Ron Quakenbush - County Council

Michael Burke - Yorktown Town Council

represented by Pete Olson

Larry King - Muncie Indiana Transit System

Muncie Mayor Dennis Tyler

Represented by Duke Campbell

Todd May - INDOT

Marta Moody - DMMPC Executive Director

Cheryl McGairk Recording Secretary

Advisors:

Robert Dirks - Federal Highway Admin.

Angie Moyer - County Engineering Dept.

Hugh Smith – DMMPC Planner

TECHNICAL ADVISORY COMMITTEE

Marta Moody Chairperson

Scott Bailey - INDOT Greenfield District

Brad Fellers - AT&T

Amanda Price - MITS (Transit System)

MaryAnn Pope - DMMPC Planner

vacant - Parker City

Robert Dirks- Federal Highway

Administration

Duke Campbell- Public Works, City of

Muncie

Brian Jones - INDOT Transit Section

Tom Borchers - Delaware County Surveyor

Tim Baty - Delaware County Airport

Chris Palladino - Ball State University

Vacant - Vectren Energy Delivery

Angie Moyer - County Engineering Dept.

Pete Olson - Yorktown Town Manager

Vacant – Parker City

Phil Evans – Albany

Daniel Blankenship - Eaton

Tanya Hiatt - Gaston

Randy Vorhees – Town of Selma

Robert McElheny - American Electric Power

Larry Robinson - Chamber of Commerce

Hugh Smith - DMMPC Planner

Jay Mitchell - INDOT Urban Planning

Section

Cheryl McGairk Recording Secretary

**TRANSPORTATION PLANNING PROCESS
FY 2020
CERTIFICATION**

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 SAFETEA-LU, MAP-21, the FAST Act and the following regulations:

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**



Name: Marta Moody

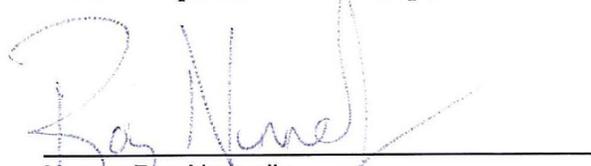
Executive Director, Delaware-Muncie
Metropolitan Plan Commission

Title

2/20/2019

Date

Indiana Department of Transportation



Name: Roy Nunnally

Division Director
Technical Planning and Programming

Title

2/27/19

Date

DMTIP

Policy

ENVIRONMENTAL JUSTICE ORDER FOR THE URBAN TRANSPORTATION PLANNING PROCESS

Per signature, this agency assures compliance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. This compliance will be incorporated in the 20-Year Transportation Plan update, under separate section titled "Environmental Justice". This compliance follows guidelines established in the Executive order and the President's February 11, 1994 Memorandum on Environmental Justice. The goals of the Executive Order will be developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (URA), the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and Public Involvement.

Signature: 

Name: Marta Moody

Title: Executive Director, Delaware-Muncie Metropolitan Plan Commission

Date: 4/26/10

**DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION
PUBLIC PARTICIPATION PLAN
2007**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires that all Metropolitan Planning Organizations shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the Transportation Plan and Transportation Improvement Program (TIP). This includes providing adequate notice, providing timely information to various organizations, providing reasonable public access to technical and policy information, and seeking and considering the needs of those traditionally underserved by the existing transportation systems.

The Delaware-Muncie Metropolitan Plan Commission (DMMPC), the Metropolitan Planning Organization for the Muncie Urbanized Area (MPO), has developed a proactive public participation process in order to maximize community involvement in the transportation planning process. The process will involve citizens, freight shippers, airport authorities, transportation-related agencies (traffic/safety/enforcement), and the appropriate county, city and town officials. The process has been expanded to include new interested parties at the federal, state and local level so that those involved in matters such as wildlife habitat, land use, natural resources, conservation, historic preservation, non-emergency transportation, and regulatory actions have the opportunity to participate. The process has also been augmented to include appropriate consultations as a result of operating as an Air Quality Maintenance Area. The process is set up to include notices of document development, opportunities for input, presentation of draft plans at various public meetings and public hearings, public meetings to further develop draft plans, public notice of approval meetings for final plan documents, and submittal of the plan to the Indiana Department of Transportation (INDOT). The public comments received will be presented along with, and as a part of, the plans when they are considered at transportation subcommittee meetings and Plan Commission meetings for final approval.

The Public Participation Plan and process for the Delaware-Muncie Metropolitan Plan Commission is set forth in the following components.

Section I. General Policy Statement.

It is the policy of the DMMPC/MPO to allow access and input at all times from the general and transportation public on any transportation related plan or program. It is the policy of the DMMPC/MPO to assist the State of Indiana in achieving public participation as required by law for the State TIP and Transportation Plan and other components of transportation planning as set forth in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) by utilizing our local database, committee structures, and procedures. It is the policy of the DMMPC/MPO to carry out the Public Participation Plan and the transportation planning process, including matters relating to Transportation Conformity, in consultation with all interested parties

Section II. Public Participation Methodology

A. Database Development

1. General Public: A listing of neighborhood organizations shall be maintained as provided by the organizations and/or the Office of Community Development. A listing of individual citizens wishing notification shall be maintained as compiled from requests by such citizens. These listings will be kept on file at the DMMPC Office.

2. Transportation Public: A listing of affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties, including elected

officials, shall be maintained and kept on file at the DMMPC Office. Contacts on this listing shall be in addition to Committee members representing transportation interests. Other interested parties will include Air Quality consulting partners (EPA, IDEM, FHWA, FTA, INDOT, MCCOG), Army Corps of Engineers, Fish and Wildlife Service, National Park Service, Natural Resources Conservation Service, Indiana Department of Natural Resources, the State Historic Preservation Officer, transit users, pedestrian & bicycle facility users, the disabled, and the Chamber of Commerce.

B. Transportation Committees

1. Transportation and Planning Involvement Council (TAPIC): An existing committee comprised of citizens who are not a part of local government and who volunteer or are recruited by the DMMPC Office. Input from TAPIC members is forwarded to the other transportation committees and implementing agencies as applicable.
2. Technical Advisory Committee (TAC): An existing committee representing local government, private industry, transportation interest groups (i.e. airport, transit, freight) and others with technical expertise needed to provide input into the transportation planning process. Action from this committee provides the 1st step in a 2-step local approval process for Transportation Plans and Transportation Improvement Programs.
3. Transportation Policy Committee (TPC): An existing committee representing implementing agencies and decision makers whose input is needed to formulate policy for transportation planning. Action from this committee provides the 2nd step in a 2-step local approval process for Transportation Plans and Transportation Improvement Programs. This is the Policy Committee.
4. Ad-Hoc/Special Task Force Committees: An existing forum for creating a project specific committee to provide input for the 2-step local approval process. The membership would vary and would be geared toward the task at hand.

C. Notification Mediums

1. Web Site: The DMMPC/MPO developed a Delaware County internet web site (www.co.delaware.in.us) which will be enhanced and expanded. The web page will contain information related to planning efforts including transportation planning documents and the dates and times for meetings in the local input and approval process. Links will be added to other websites that serve the transportation public such as the Muncie Indiana Transit System site and the Cardinal Greenway site.
2. Newspapers: There is 1 newspaper of general circulation (as defined by law) for the Muncie, Delaware County, and east central Indiana communities - The Star Press. It publishes upcoming meetings as a regular feature and will list meetings from the transportation planning process. A regional minority newspaper, The Muncie Times, based in Muncie will be used to further inform the public of upcoming meetings in the planning process.
3. Public Posting: The DMMPC/MPO Office is located in the Delaware County Building, which contains all of the local governmental offices for Delaware County, Indiana. Notices and information dealing with transportation will be posted on the public bulletin board at the DMMPC/MPO Office and at City Hall.
4. Legal Notices: Legal notices, with date, time, place and subject matter information for Plan Commission meetings concerning Transportation Plans or TIP's, will be published in The Star Press, being a newspaper of general circulation and authorized to publish legal notices for the Muncie/Delaware County area.
5. Individual Mailings: Notices will be mailed/emailed to individuals, by request and per the notification databases, specifying the dates and times for committee and Plan Commission meetings where Transportation Plans or TIP's are to be considered.

D. Annual Update Activities

1. Database Updates: The General Public and Transportation Public listings are updated on an annual basis in December/January of each year through contact with other governmental agencies and by research of various inventories and resources (phone book, city directory, Hill-Donnelly Cross Reference Directory, etc.).
2. Membership Drive for TAPIC: A membership drive is conducted in January/February of each year by contact with Community Development, the Citizens Action Coalition, other governmental offices, and other available sources.
3. Meeting Schedules: Annual meeting schedules for each committee are prepared in December of each year.
4. Minority, Low-Income, and Traditionally Underserved Involvement Effort: In December/January of each year, an extra effort will be made to identify the minority, low-income, and traditionally underserved portions of Delaware County citizens using the most up to date census data and GIS technology; and to design strategies to involve them in the transportation planning process. That effort will continue to include providing information on meetings, the TIP and Transportation Plan documents in the Muncie Times and to applicable neighborhood associations.

Section III. Public Participation Procedures

A. TIP's and Transportation Plans

1. Distribution of Annual Meeting Schedules: Annual meeting schedules for all committees and the DMMPC will be forwarded to all members and all persons listed in the database at the beginning of the calendar year using the various notification mediums listed herein. Schedules are also posted in the Plan Commission Office at the Delaware County Building and on the Web Site. This component is aimed at early consultation and continuing involvement.
2. Requests for Public Input: Requests will be distributed near the beginning of the process through the Web Site, individual mailings, public postings and the newspaper. The content of the requests will identify the document and specify the meetings and/or presentations that will be used to gather input. Public input may be presented at the meetings, in written or verbal form, or at the MPO Office in written form at any time. This component is aimed at ensuring early consultation for the TIP and Transportation Plan documents.
3. Notice of Public Meetings & Presentations: A specific notice will be forwarded to all members and persons in the General Public and Transportation Public database at least 10 days prior to the presentations and the series of meetings at which the Transportation Plan or TIP will be under consideration.
4. Notice of Public Hearing: A notice of public hearing will be published in The Star Press for the DMMPC meeting at which the Transportation Plan or TIP will be presented for final consideration. This meeting may also be used as an additional opportunity for public comment if the final documents differ significantly from the version that was made available for public comment (as set forth in Item 3) and raises new material issues which interested parties could not reasonably have foreseen.
5. Public Involvement Documentation: Public input and comment will be on record in the Plan Commission Office and will be included in the TIP and Transportation Plan documents. Where significant comments are received, a summary, analysis and report on the disposition of comments will be included in the documents.
6. Legislative Process: When a component of the Transportation Plan is a part of the Delaware-Muncie Comprehensive Plan of the DMMPC, the public hearing process will be extended to include action by the legislative body (Board of Commissioners, City Council) with all of the normal notification required by law for a public hearing.

B. Major Amendments for Non-Exempt Projects

The standard process for major amendments adding non-exempt projects to the Transportation Plan and/or the TIP, requiring air quality conformity determinations, shall be the same as presented above in Section III-A(2-5).

C. Minor Amendments

Transportation Plan and/or TIP amendments adding an exempt project shall be accomplished through the TAC and the Transportation Policy Committee public meetings. Emergency exempt Transportation Plan and/or TIP project amendments may be faxed, emailed or hand delivered to Committee members for approval and documentation.

D. Administrative Amendments

Transportation Plan and/or TIP amendments involving changes to existing projects shall be accomplished through approval by the TAC and the Transportation Policy Committee members which may be obtained by fax, email or hand delivery.

E. General Guidelines for Public Events/Participation

1. During development of Transportation Plan updates, the DMMPC/MPO will provide at least one open house presentation extending into evening hours to maximize attendance, at an accessible location, and utilizing an interactive GIS viewing station.
2. Public meetings will be held at locations accessible to users of wheelchairs. Interpreters or other auxiliary aids will be arranged if requested 10 days in advance.
3. Information and final documents will be made available on the DMMPC/MPO website.
4. GIS technology and other visualization techniques will be used during public meetings and events, and in Transportation Plan and TIP documents.
5. Should Delaware County become a non-attainment area, the DMMPC/MPO will hold an annual meeting to review planning assumptions and the plan development process with interested parties and the general public.
6. Information involving both major and minor amendments will be forwarded to the DMMPC/MPO air quality partners for consultation.

Section IV. Evaluation of Public Involvement Process

The Public Participation Plan will be evaluated at the end of each year to determine its effectiveness in assuring that the process provides full and open access to all. The strategies to encourage participation from citizens from minority, low-income and traditionally under-served portions of the population will be adjusted as needed to best assure their access to the process. If a lack of input is deemed the result of flaws within the public participation process, an amendment will be prepared and processed to upgrade the Public Participation Plan so it will provide public comment and involvement.

Section V. Participation Plan Amendment Process

1. Notice: Notice of any proposed amendment to this Public Participation Plan shall be given by the methods set forth in Section 3 with the notice to include specific information that written comments on the amendment may be filed in the DMMPC/MPO Office for 45 days from the date of the notice.
2. Approval Process: Any proposed amendment to this Plan will go through the 2-step local approval process (TAC and Transportation Policy Committee).

Section VI. Definitions/Abbreviations

1. DMMPC: The Delaware-Muncie Metropolitan Plan Commission.
2. EPA: The Environmental Protection Agency.

3. Exempt Project: A project that does not add capacity to the surface transportation network.
4. FHWA: The Federal Highway Administration.
5. FTA: The Federal Transit Administration.
6. GIS: Geographic Information System.
7. IDEM: The Indiana Department of Environmental Management.
8. INDOT: The Indiana Department of Transportation.
9. MAP-21 The federal authorization act known as Moving Ahead for Progress in the 21st Century
10. MCOG: The Madison County Council of Governments, the Anderson Metropolitan Planning Organization.
11. MPO: Metropolitan Planning Organization, the agency charged with carrying out federal requirements for transportation planning.
12. Non-Exempt Project: An improvement project that adds capacity to the surface transportation network.
13. SAFETEA-LU: The federal authorization act known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users.
14. TAC: The Technical Advisory Committee.
15. TAPIC: The Transportation and Planning Involvement Council.
16. TIP: Transportation Improvement Program.
17. TP: Transportation Plan.
18. TPC: Transportation Policy Committee.

Section VII. Effective Date

The Public Participation Plan set forth herein will be in full force and effect from the day after the date of approval by the Delaware Muncie Metropolitan Plan Commission (DMMPC) onward until such time as the Plan is amended again by the DMMPC.

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 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

- providing information to the public on the Plan Commission's web pages.

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

- active solicitation 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 solved. The activity will allow for expeditious, yet effective and fair, resolution of complaints or charges associated with the total process. 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.

Conclusion: Private sector participation will be encouraged and solicited on a case-by-case basis also, as time passes. For instance, a private sector company prepared the last Transit Development Program (TDP) for the Muncie Indiana Transit System.

Initially, those private sector participants who will be notified and solicited for input include representatives of limousine services, taxi companies, and private bus companies. Representation will be sought from this initial group. Then, as time passes or the need arises, additional representation and involvement will be solicited.

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 restructured 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. 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.

V. 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

INTRODUCTION

PURPOSE

The Delaware-Muncie Transportation Improvement Program (DMTIP) is developed annually 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 long-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 21st 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

As defined in the federal regulations, a transportation improvement program is "a staged multi-year program of transportation improvements". Also required is the inclusion in the transportation improvement program of a transportation systems management element.¹ The intent of this regulation is the identification of those 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.² 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 Commission is responsible for seeing that the continuing, cooperative and comprehensive long-range transportation planning process is maintained.

¹Federal Register, June 30, 1983, Subpart A. Section 450.104 (b)5 ² Ibid., Section 450.104 (b) 4.

Commission staff personnel, 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. This report serves as an example. Such work must also be endorsed by the Technical Advisory Committee and 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, of which DMTIP is a part, is based upon the *2013-2040 Delaware Muncie Transportation Plan*. Overlapping this planning framework is the fiscal framework, which supports the DMTIP. The proposed projects listed in this draft document are reviewed, revised and prioritized into a fiscally constrained program before being approved as part of the final version. The inclusion of a proposed project in an approved final DMTIP allows that project to be included in the INSTIP (state TIP). Then 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.

FAST ACT & PERFORMANCE MEASURES

The current transportation policy, Fixing America's Surface Transportation Act (FAST) Act, was signed into law on December 4, 2015. The FAST Act, along with its predecessor, Moving Ahead for Progress in the 21st Century Act (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

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 (NHS).

System reliability – To improve the efficiency of the surface transportation system.

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

Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning

processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

The Indiana Department of Transportation set 2019 Targets for the national performance measures and the Delaware Muncie Metropolitan Plan Commission (DMMPC), as the Muncie MPO, concurred with those targets and agreed to program projects that support the targets as follows:

Safety: Number of fatalities – 889.6

Rate of fatalities per 100 million miles traveled – 1.087

Number of serious injuries – 3,501.9

Rate of serious injuries per 100 million miles traveled – 4.234

Number of non-motorist fatalities and serious injuries – 393.6

Asset Management: 2019 Percent of Interstate pavements in Good condition – 84.24%

2019 Percent of Interstate pavements in Poor condition – 0.80%

2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%

2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

2021 Percent of Interstate pavements in Good condition – 84.24%

2021 Percent of Interstate pavements in Poor condition – 0.80%

2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%

2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

Bridge: 2019 Percent of NHS bridges by deck area classified in Good condition 48.32%

2019 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

2021 Percent of NHS bridges by deck area classified in Good condition – 48.32%

2021 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

Travel Time Reliability: 2019 Percent of person miles reliable on Interstate – 90.5%

2021 Percent of person miles reliable on Interstate – 92.8%

2021 Percent of person miles reliable on non-Interstate – 89.8%

2019 Percent of person miles reliable on Interstate – 90.5%

2021 Percent of person miles reliable on Interstate – 92.8%

2021 Percent of person miles reliable on non-Interstate – 89.8%

2019 Truck travel time reliability index – 1.27

2021 Truck travel time reliability index – 1.24

On-Road Mobile Emissions Reductions

2019 Volatile organic compounds reduction of 1,600 kilograms per day

2019 Carbon Monoxide reduction of 200 kilograms per day

2019 Oxides of nitrogen reduction of 1,600 kilograms per day

2019 Particulate matter less than 10 microns reduction of 0.30 kilograms per day

2019 Particulate matter less than 2.5 microns reduction of 20 kilograms per day

2021 Volatile organic compounds reduction of 2,600 kilograms per day
2021 Carbon Monoxide reduction of 400 kilograms per day
2021 Oxides of nitrogen reduction of 2,200 kilograms per day
2021 Particulate matter less than 10 microns reduction of 0.50 kilograms per day
2021 Particulate matter less than 2.5 microns reduction of 30 kilograms per day

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. The intersection improvement projects, including roundabouts, should help support Travel Time Reliability targets and Emissions Reduction targets. The project involving trails or sidewalks should help support Emissions Reduction targets and the Non-Motorist Safety target. The County's bridge projects also include safety within their designs and should support the Safety targets.

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

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

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:

5% of fixed route vehicles that have met or exceeded their useful life benchmark of 14 years,

5% 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),

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 Operating & Maintenance Headquarters and the J.B. Black, Jr. Meeting & Training Facility.

3 or above rating for passenger facilities on the FTA TERM. This currently is composed of the T.J. Ault, III MITS Station.

Supporting Projects:

Muncie Indiana Transit System (MITS) Operating Assistance (federal/state) will help support the Emissions Reduction target by helping to reduce vehicle travel. MITS also uses soy-diesel and propane fuels, hybrid vehicles, and engine technologies to further reduce their vehicle emissions. The purchases of replacement buses and replacement paratransit vehicles will help support the Transit Vehicle Useful Life targets. The purchase of maintenance vehicles will help support Emissions Reduction targets by keeping the transit vehicles in better condition and reduce the potential for engine and particulate matter emissions. The replacement of other staff vehicles will help support Emissions Reduction targets by having newer engines and by helping with planning for operations that are more efficient. The roof replacement project 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.

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 DMTIP Coordinating Committee on the financial feasibility of attaining implementation of the DMTIP. 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 2020-24 Delaware County Revenue

Fund	CUMBR	LRS	Wheel Tax
2020	2,142,400	609,205	1,072,280
2021	2,178,820	621,390	1,079,785
2022	2,215,860	633,815	1,087,345
2023	2,253,530	646,490	1,094,955
2024	2,291,840	659,420	1,102,620
Total	\$11,082,450	\$ 3,170,320	\$ 5,436,985

Delaware County uses its MVH funds, averaging over \$4,000,000 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 2020-24 Muncie Revenue

Fund	LRS	Wheel Tax
2020	656,955	1,212,595
2021	670,095	1,221,085
2022	683,495	1,229,630
2023	697,165	1,238,240
2024	711,110	1,246,905
Total	\$ 3,418,820	\$ 6,148,455

The City of Muncie uses its MVH funds, averaging over \$2,500,000 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 2020-24 Yorktown Revenue

Fund	LRS	Wheel Tax
2020	90,035	183,200
2021	91,835	184,485
2022	93,675	185,775
2023	95,550	187,075
2024	97,460	188,385
Total	\$ 468,555	\$ 929,920

The Town of Yorktown uses its MVH funds, averaging about \$600,000 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.

*Abbreviations: CUMBR - Cumulative Bridge Fund, LRS - Local Road & Street Account, MVH - Motor Vehicle/Highway Account, EDIT is Economic Development Income Tax.

FY 2020-24 Selma Revenue

Fund	LRS	Wheel Tax
2020	9,055	15,875
2021	9,235	15,990
2022	9,420	16,100
2023	9,610	16,215
2024	9,800	16,325
Total	\$ 47,120	\$ 80,505

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, EDIT is Economic Development Income Tax.

MIT'S FINANCIAL CAPACITY ASSESSMENT

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

The tables below show the estimated cash flow for MITS, indicating that its projects in this program are financially constrained. The local matching required is within available funds. The costs are expected to increase at 2 percent per year in the future due to inflation. The future transit revenues are expected to keep pace with inflation. The estimated future MITS expenses were calculated using historic patterns.

MIT'S OPERATING EXPENSES FORECAST

EXPENSE ITEMS	2019	2020	2021	2022	2023
Salaries	\$ 3,345,022	\$ 3,411,920	\$ 3,480,160	\$ 3,549,765	\$ 3,620,760
Fringe Benefits	2,168,835	2,212,210	2,256,455	2,301,585	2,347,615
Contract Services	722,088	736,530	751,260	766,285	781,610
Materials & Supplies	1,143,645	1,166,520	1,189,850	1,213,645	1,237,920
Utilities	159,250	162,435	165,685	169,000	172,380
Casualty/Liability	315,000	321,300	327,725	334,280	340,965
Machinery & Equipment	287,510	293,260	299,125	305,110	311,210
Other & Training	628,400	640,970	653,790	666,865	680,200
Total Eligible Expenses	\$ 8,769,750	\$ 8,945,145	\$ 9,124,050	\$ 9,306,535	\$ 9,492,660

MITS OPERATING REVENUE FORECAST

REVENUE ITEMS	2019	2020	2021	2022	2023
Local Assistance	\$ 3,629,104	\$ 5,368,695	\$ 5,505,065	\$ 5,644,165	\$ 5,786,040
State Assistance	1,473,228	1,449,750	1,449,750	1,449,750	1,449,750
Federal FTA Sect. 5307	1,900,000	2,126,700	2,169,235	2,212,620	2,256,870
Total Revenues	\$ 7,002,332	\$ 8,945,145	\$ 9,124,050	\$ 9,306,535	\$ 9,492,660

The following table displays the anticipated use of federal funding for transit projects by year. It should be noted that Federal Transit Administration (FTA) Section 5309 funds are discretionary and will require that the Muncie Indiana Transit System pursue obtaining them.

FEDERAL TRANSIT ADMINISTRATION FUNDS AVAILABLE (Cash Flow)

Federal Transit Funds	2019	2020	2021	2022	2023
Beginning Balance (Carryovers)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Federal Apportion (FTA 5307)	1,900,000	2,126,700	2,233,235	2,212,620	2,256,870
Federal Award (FTA 5339)	342,476	2,720,000	1,464,000	976,000	1,464,000
Federal Award (FTA 5310)	100,000			176,000	176,000
Total Federal Funds Available	\$ 2,342,476	\$ 4,846,700	\$ 3,697,235	\$ 3,364,620	\$ 3,896,870
Operating Expenses	1,900,000	2,126,700	2,169,235	2,212,620	2,256,870
10 Hybrid-electric buses (1,5,3,2,3)	342,476	2,400,000	1,464,000	976,000	1,464,000
2 Paratransit vans in FY (1,0,0,2,2)	100,000			176,000	176,000
Replace roof: MITS Headquarters		320,000			
1 Maintenance Service Truck			36,000		
1 Hybrid Supervisor Vehicle			28,000		
Total Projects	\$ 2,342,476	\$ 4,846,700	\$ 3,697,235	\$ 3,364,620	\$ 3,896,870
Ending Balance	\$ 0				

DMTIP

Process

DMTIP COORDINATING COMMITTEE

The principal mechanism used for developing the Delaware-Muncie Transportation Improvement Program (DMTIP) is a special advisory committee of the Delaware-Muncie Metropolitan Plan Commission called the DMTIP Coordinating Committee. The committee also assists in the development of transportation system management strategies, thus creating continuity in the planning process and implementation. The committee membership is comprised of the following:

- Muncie Board of Works
- Delaware County Engineering Office
- Representative, Town of Selma
- Town Manager, Town of Yorktown
- Manager, Muncie Indiana Transit System
- Executive Director, Delaware-Muncie Metropolitan Plan Commission
- Principal Planner, Delaware-Muncie Metropolitan Plan Commission
- Transportation Planner, Delaware- Muncie Metropolitan Plan Commission

Since the committee does not include local decision makers in the development stages of the DMTIP, it is an implied responsibility of the individual members to obtain input from this group throughout the process. This does not exempt the established planning procedures for review and endorsement; but is intended to ensure the policy-makers an active role in the DMTIP development process from its inception.

The primary input of the committee is in the annual preparation of the three-year transportation improvement program/annual element, which describes all proposed transportation systems development in the Delaware-Muncie area. In order to accomplish this task in a fashion that addresses the area's needs and fulfills all federal requirements, it is necessary to:

(1) determine area-wide goals and objectives; (2) identify area-wide priorities for the program period; (3) determine appropriate actions to fulfill area-wide priorities; (4) identify transportation improvements to be implemented during the program period; (5) indicate the area's priority on each improvement; (6) group improvements of similar urgency and anticipated staging into appropriate staging periods; and (7) indicate realistic estimates of total cost 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, a set of transportation goals and objectives was adopted by the DMTIP Coordinating Committee. The 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.

The goals and objectives adopted by the committee were developed and approved as a part of the 2018-2045 Delaware-Muncie Transportation Plan. They are as shown on the next page:

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, standards, and enforcement procedures for the maintenance and extension 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 fatalities and accidents.

-Reduce congestion and improve circulation, particularly for the City Center, University and major activity areas.

-Provide satisfactory access/connectivity from developed areas to the regional highway system.

-Increase intermodalism 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 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 such as neighborhoods and businesses.

AREA-WIDE PRIORITIES

Throughout the planning year, input is sought from neighborhood groups, civic organizations, business leaders, private citizens, elected officials, and other government officials who relay their

feelings on the area's transportation needs. From this input and the area's surveillance activities, priority transportation issues are identified. 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, and the efficient employment of available fiscal resources.

Area-wide transportation priorities identified for the Fiscal Year 2018-2021 DMTIP program period are:

- Provide proper geometric design features to expedite safe, efficient traffic movement on the major street system.
- Increase capacity and/or decrease travel times on the major street system.
- Reduce rail/highway accidents at crossings of the Conrail and Norfolk Southern Railroads by: (1) improving crossing surface; (2) installation of standard signs and markings; and (3) installation of train-activated warning devices.
- Ensure transportation availability for the elderly, mobility limited, and disadvantaged through a demand responsive transit system and purchase of replacement vehicles for special transit providers.
- Reduce road users costs on the major street system.
- Make all necessary improvements at locations with a high accident history to reduce fatalities, injuries and damage.

PROJECT DEVELOPMENT

The projects are chosen, proposed, and developed by the implementing agencies to meet the major transportation improvement needs of their jurisdictions. Many needs are identified through major documents such as the biennial County Bridge Re-inspection Report, the 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 committee discussions concerning short-range concerns. The Transportation Plan includes long-range needs that have already been identified through public input, traffic data collection, and committee discussions. The Plan Commission staff encourages the implementing 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 combination, timing, and priority of projects in the TIP are the result of discussions on proposed projects within the Coordinating Committee, 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 STP projects with local match funds available have not exceeded the federal funds available for programming, but that is expected to change.

The Urban STP funds, Congestion Mitigation/Air Quality (CMAQ) funds, Transportation Alternatives Program (TAP) funds and HSIP (safety) funds are the locally prioritized federal funds that have two or more agencies submitting projects. CMAQ and TAP projects have a formal rating system and it is anticipated that the Urban STP projects will soon have one. They will have a rating

system as soon as they start being selected for consideration locally.

The Federal Transit Administration (FTA) Section 5310 fund projects are prioritized by transit TAC's. The Delaware-Muncie Metropolitan Plan Commission has a staff member on a regional TAC coordinated by the LifeStream Services. This TAC prioritizes FTA Section 5310 projects submitted by human services agencies within a multi-county area including Delaware County and the projects within Delaware County are submitted for inclusion in the DMTIP.

The New InterUrban Transit TAC meets quarterly to discuss the coordination of rural transit resources to meet the needs of clients of the human service agencies in a six county area, to plan shared transit driver training, and to discuss solutions to transit service problems common to human service agencies within Blackford, Delaware, Grant, Henry, Jay, and Randolph Counties.

STAGING PERIODS

Here, improvements of similar urgency are grouped by phase (Preliminary Engineering, Right-Of-Way, and Construction or Purchase) 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

This step begins with the implementing agencies submitting the necessary information to adequately explain the improvements and costs for each phase. This information is reported by the State to the federal government. The implementing agencies develop the improvement projects using the steps outlined in the DMTIP process. The DMTIP Coordinating Committee reviews the project information and determines the project priorities concerning federal funding sources. The DMMPC staff compiles project descriptions, priorities, and funding information into one cohesive document.

The DMTIP draft document is presented in public meeting in the County Commissioners' Courtroom. The draft DMTIP goes to the Technical Advisory Committee and the Transportation Policy Committee for public input, review and some revision. A final DMTIP goes before the Technical Advisory Committee and the Transportation Policy Committee for local approvals. The DMTIP document is then submitted to the state for incorporation into the Indiana State Transportation Improvement Program (INSTIP), which guides the distribution of all federal transportation improvement funds in Indiana.

PUBLIC PARTICIPATION PROCESS

The public participation process focuses on encouraging public direct input in the transportation planning process during the local review of the Transportation Plan (TP) and Transportation Improvement Program (TIP). Notification of transportation committee meetings that involve the TP or TIP is done by letter to private transportation providers, by DMMPC newsletter articles for those involved with the DMMPC, and by public notice in the local newspapers for the general public. The DMMPC accepts verbal public comments at committee meetings and written comments at its office.

DMTIP

Projects
FY 2020-2023

FY 2020-23 DMTIP PROJECT SECTION

Detailed in this section are the transportation improvement projects programmed for implementation during the DMTIP program period. Projects are illustrated in tabular form and grouped according to the governmental unit or agency responsible for implementation: City of Muncie, Delaware County, etc. The projects submitted for Enhancement Activities, Rural Bridges, Rural Roads and Rail Crossing Protection are not listed here until selected among similar projects statewide. Such projects, pending selection, are listed in the Illustrative Projects Chapter.

The projects submitted for the DMTIP are listed in the tables that follow. More project detail is listed on project pages in the Appendix with information concerning: aerial view, location, description, and planning support.

FUNDING SOURCE ABBREVIATIONS

Federal Funds: STBG – Surface Transportation Block Grant, IM – Interstate Maintenance, HSIP – Safety, TA – Transportation Alternatives, CMAQ – Congestion Mitigation Air Quality, PYB – Prior Year Balance funds were multi-year carryover funds that were used up by the end of FY 2019.

Local Funds: CBR - Cumulative Bridge Fund (County) LRS - Local Road & Street Funds
 CGI - Cardinal Greenways Incorporated MVH - Local Motor Vehicle / Highway Funds
 EDIT - Economic Development Income Tax YGF - Yorktown General Fund
 TIF - Tax Increment Financing District funds

Other Definitions: ITS – Intelligent Transportation System (for projects tied to ITS Architecture).

*(State) Fiscal Year – July 1st of previous year to June 30th of year Example: FY 2020 is 7/1/19 to 6/30/20.

OTHER ABBREVIATIONS

HMA Overlay is hot mix asphalt applied in a thin layer on pavement to extend the life of the pavement.

SUMMARY OF FEDERAL FUNDS AVAILABLE AND PROGRAMMED (for Projects of Local Public Agencies)

Fiscal Year	Available				Total
	STBG	HSIP	CMAQ	TA	
2020	\$ 305,077	460,228	790,429	133,364	\$ 1,689,098
2021	\$ 3,248,841	444,332	781,011	134,017	\$ 4,641,598
2022	\$ 1,680,401	444,332	781,011	134,017	\$ 3,039,761
2023	\$ 1,680,401	444,332	781,011	134,017	\$ 3,039,761
Total	\$ 6,914,720	\$1,793,224	\$3,133,462	\$ 535,415	\$ 12,376,821

Fiscal Year	Programmed				Total
	STBG	HSIP	CMAQ	STP-TA	
2020	\$ 1,356,318	0	60,000	272,780	\$ 1,689,098
2021	3,085,374	0	1,556,224	0	\$ 4,624,598
2022	\$ 1,428,000	0	1,215,000	240,000	\$ 2,883,000
2023	\$ 320,000	0	0	2,400,000	\$ 2,720,000
Total	\$ 4,172,694	\$ 0	\$2,831,224	\$ 2,912,780	\$ 9,916,698

TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des # 1173229 City of Muncie R35802	Reconstruction	Wheeling Avenue from Centennial Avenue to McGalliard Road: reconstruct to current 3 and 5 lanes. (Change Order additions are highlighted) *Note: STP-3 is Group 3 federal funds, STP-U is federal funds for the Muncie Urbanized Area, Earmark is federal funds left from Demonstration Project #150.	PE	172,489	PYB	Prev	<u>\$ 4,602,472</u> PE: 215,611 RW: 982,835 RW2: 24,200 CN: 4,249,325 CN2: 28,446 CE: 448,243 FY 19: 198,188 FY 20: 250,055 CE2: 13,135
			"	<u>43,122</u>	Local	Prev	
			RW1	189,710	Earmark	Prev.	
			"	596,558	STBG	Prev	
			"	<u>196,567</u>	Local	Prev	
			CN	689,353	Earmark	2019	
			"	1,710,107	STBG	2019	
			"	1,000,000	PYB	2019	
			"	<u>849,865</u>	Local	2019	
			RW2	19,360	STP-U	2022	
			"	<u>4,840</u>	Local	2022	
			CN2	9,030	STP-3	2022	
			"	13,727	Earmark	2022	
			"	<u>5,689</u>	Local	2022	
			CE	158,550	STBG	2019	
"	<u>39,638</u>	Local	2019				
CE	200,044	STBG	2020				
"	<u>50,011</u>	Local	2020				
CE2	10,508	STP-3	2022				
"	2,627	Local	2022				
Des#1592998 Yorktown R39110	Pedestrian	Nebo Road, from SR 32 to Sarasota Drive: new sidewalk one side.	PE	111,184	CMAQ	Prev	<u>\$ 756,875</u> PE: 138,980 CN: 673,715 CE: 83,160
			"	<u>27,796</u>	Local	Prev	
			CN/C.E.	605,500	CMAQ	2021	
			"	151,375	Local	2021	
Des#1702868 Yorktown R39110	Pedestrian	Nebo Road, from Sarasota Drive to River Rd (BR 124): new sidewalk one side.	CN/C.E.	503,940	CMAQ	2021	<u>\$ 834,821</u> CN: 743,100 CE: 91,721
			"	163,917	STBG	2021	
			"	166,964	Local	2021	
Des#1700678 Yorktown R40329	Roundabout	River Road at Nebo Road and approaches: new roundabout.	PE	240,000	CMAQ	2018	<u>\$ 1,893,750</u> PE: 300,000 RW: 75,000 CN: 1,518,750
			"	<u>60,000</u>	Local	2018	
			RW	60,000	CMAQ	2020	
			"	<u>15,000</u>	Local	2020	
			CN/CE	1,215,000	CMAQ	2022	
"	303,750	Local	2022				
Des#1700680 Delaware Co. B40331	Bridge Replacement	BR #125, Nebo Road over York Prairie Creek, south of Kettner Drive: bridge replacement.	PE	239,520	STBG	2019	<u>\$ 2,334,400</u> PE: 299,400 RW: 65,000 CN: 1,750,000 CE: 220,000
			"	<u>59,880</u>	CBR	2019	
			RW	52,000	STBG	2021	
			"	<u>13,000</u>	CBR	2021	
			CN/CE	1,506,000	STBG	2022	
			"	<u>376,500</u>	CBR	2022	
CE	70,000	STBG	2023				
"	17,500	CBR	2023				
Des#1700681 Delaware Co. B40332	Bridge Replacement	BR #127, CR 600W over York Prairie Creek, north of Lone-beech: bridge replacement.	CN	951,114	STBG	2020	<u>\$ 1,354,092</u> CN: 1,188,892 CE: 165,200
			"	<u>237,778</u>	CBR	2020	
			CE	132,160	STBG	2020	
			"	33,040	CBR	2020	
Des#1700751 City of Muncie R40343	Bicycle Pedestrian	Cultural Trail Phase 1: bicycle/ pedestrian paths routing from Dicks Street to White River Blvd along University and Pauline.	PE	330,000	STBG	Prev	<u>\$ 3,975,323</u> PE: 532,325 CN: 2,993,911 CE: 449,087
			"	<u>82,500</u>	Local	Prev	
			PE	95,860	STBG	2021	
			"	<u>23,965</u>	Local	2021	
			CN/CE	2,754,397	STBG	2023	
"	688,601	Local	2023				
Des#1801325 Delaware Co.	Planning	FY 2020 STBG funds in the Unified Planning Work Program.	PE	55,000	STBG	2020	<u>\$ 329,813</u> 19PE: 329,813
			"	13,750	Local	2020	

Des #1592996 City of Muncie R39109	Bike/Ped. Trail	Kitselman Trailhead Phase 2: bicycle/ pedestrian trail connect- ing White River Corridor & Cardinal Greenway Trails.	PE " RR PE " "	633,754 <u>158,438</u> 16,000 4,000	STBG <u>CGI/local</u> TA CGI/local	Prev Prev Prev Prev	<u>\$ 2,034,787</u> PE: 792,192 RRPE: 20,000
Des #1900774 City of Muncie	Bicycle Pedestrian	Kitselman Trail Phase 3: bicycle /pedestrian trail work on west side of White River.	PE " CN/CE "	272,780 <u>68,195</u> 2,400,000 600,000	STBG <u>Local</u> STBG Local	2020 2020 2024 2024	<u>\$ 3,340,975</u> PE: 340,975 CN: 3,000,000
Des #2001091 DMMP	UPWP Planning Activities	FY 2020-2021 Unified Planning Work Program: planning activities	PE " " "	190,574 58,851 755,000 251,106	PL 5303 STBG Local	2021 2021 2021 2021	<u>\$ 1,255,531</u> PE: 1,255,531
Des #2003045 City of Muncie	Preventative Maintenance	Tillotson Avenue from Kilgore Ave. to McGalliard Road: HMA Overlay. <u>AQC Exempt 8/10/2021</u> <u>TPC res 2021-13.</u>	PE "	369,600 92,400	STP 3 Local	2022 2022	<u>\$ 3,241,000</u> PE: 462,000 RW: 120,000 CN: 2,659,000
Des #2003046 City of Muncie	Preventative Maintenance	McGalliard Road from Tillotson Ave. to Wheeling Avenue: HMA Overlay. <u>AQC Exempt 8/10/2021</u> <u>TPC res 2021-13.</u>	PE "	166,400 41,600	STP 3 Local	2022 2022	<u>\$ 1,360,000</u> PE: 208,000 RW: 16,000 CN: 1,136,000
Des #2003048 City of Muncie	Preventative Maintenance	McGalliard Road from Granville Avenue to Muncie Bypass: HMA Overlay. <u>AQC Exempt 8/10/2021</u> <u>TPC res 2021-13.</u>	PE "	254,500 63,600	STP 3 Local	2022 2022	<u>\$ 2,345,100</u> PE: 318,100 RW: 16,000 CN: 2,011,000
Des #2100088 Delaware County	Bridge Rehabilita- tion	Bridge #193, Memorial Drive over White River: replace super- structure and deck. <u>AQC Exempt 2/19/2021</u> <u>TPC res 2021-03.</u>	PE " PE " RW "	108,625 <u>27,156</u> 131,375 <u>32,844</u> 8,000 2,000	STBG <u>CBR</u> STBG <u>CBR</u> STBG CBR	2021 <u>2021</u> 2022 <u>2022</u> 2023 2023	<u>\$ 3,560,500</u> PE: 300,000 RW: 10,000 CN: 2,835,000 CE: 415,500
Des # 2100151 City of Muncie	Road Resurfacing	Riverside Avenue resurfacing from Jackson Street to Tillotson Avenue. <u>AQC Exempt 8/10/2021</u> <u>TPC res 2021-13.</u>	PE "	240,000 60,000	STBG Local	2022 2022	<u>\$ 1,012,000</u> PE: 300,000 CN: 712,000

*Note: STP 3 is Group 3 STP federal funds.

**TRANSPORTATION IMPROVEMENT PROGRAM
RURAL BRIDGE, RURAL STP & SAFETY
FISCAL YEARS 2020 THRU 2023**

BRZ > Rural Bridge Funds (federal),
STP-R > STP-Rural Funds (federal),
HSIP awarded by INDOT to rural LPA's

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete
Des. #9680560 Delaware Co B36441	BRIDGE Rehabilitation	3. BR #161, CR 170S over White River: replace bridge.	PE " <u>Mitig</u> RW " CN/CE " Match	297,520 79,347 19,868 99,538.61 <u>24,884.65</u> 2,320,000 403,170 680,793	Earmk CBR STBG Earmk <u>CBR</u> BRZ STBG CBR	Prev. <u>2021</u> 2020 <u>2020</u> 2021 2021 2021	<u>\$ 3,024,423</u> PE: 371,900 Mit: 24,835 RW: 124,423 CN: 3,084,000 CE: 319,963
Des. #1500279 Delaware Co.	BRIDGE RE- INSPECTION	Delaware County Reinspec- tion Study & Report Phase I, Phase IA, Phase II, Phase IIA	PE IA " <u>PE 2</u> " <u>PE 2A</u> "	26,834 <u>6,708</u> 110,443 <u>27,611</u> 22,771 5,693	BRZ <u>CBR</u> BRZ <u>CBR</u> BRZ CBR	2020 <u>2020</u> 2021 <u>2021</u> 2022 2022	<u>\$ 538,690</u> PE19: 338,630 PE20: 33,542 PE21: 138,054 PE22: 28,464

Des. #2003023 Delaware Co.	Bridge Replacement TPC res 21-13	BR#112, CR 600S over Williams Creek, 0.60 miles west of CR 300W. AQC exempt 8/10/2021	PE "	180,000 45,000	BRZ CBR	2022 2022	<u>\$ 1,700,000</u> PE: 225,000 RW: 20,000 CN: 1,455,000
Des. #2100143 Delaware Co.	BRIDGE RE-INSPECTION TPC res 21-13	Delaware County Re-inspection Study & Report. AQC exempt 8/10/2021	PE "	240,000 60,000	BRZ CBR	2022 2022	<u>\$ 300,000</u>

Note: PE is Preliminary Engineering, RW is right-of-way acquisition, CN is construction, and C.E. is construction engineering. "Prev" is pre-FY 2020 figures from the previous DMTIP.

INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS MOST COMMONLY USED FUND CODES
INSTIP WORK PROGRAM FY 2020-23 906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	Fiscal Year	Est. Cost to Complete/Total
1298228 INDOT	Intersection Improvement	Added turn lanes for SR 332 at CR 600W.	PE	196,320	STP	Prev	<u>\$ 1,655,497</u> PE: 245,400 RW: 10,000 CN: 1,400,097
			"	49,080	906	Prev	
			RW	8,000	STP	Prev	
			"	2,000	906	Prev	
			Constr.	1,120,078	STP	2021	
"	280,019	906	2021				
1400043 INDOT	Bridge Program	US 35/SR 28, 3.85 miles east of I-69: bridge deck replacement (E of 525W).	PE	110,680	NHS	Prev	<u>\$ 684,251</u> PE: 138,350 RW: 20,000 CN: 766,678
			"	27,670	906	Prev	
			RW	16,000	NHS	Prev.	
			"	4,000	906	Prev.	
			CN	613,342	NHS	2021	
"	153,336	906	2021				
1500037 INDOT	Pavement Replacement	US 35 CRC pavement at the Muncie Bypass, 1.053 miles. 2020 construction	PE	141,200	STP	Prev.	<u>\$ 1,745,081</u> PE: 176,500 CN: 1,568,581
			"	35,300	906	Prev.	
			CN	1,254,865	STP	2020	
			"	313,716	906	2020	
1593191 INDOT	Preventative Maintenance	SR 167 HMA Overlay Paving from SR 67 to 4.24 miles N of SR 67.	PE	128,000	STP	Prev	<u>\$ 2,795,844</u> PE: 160,000 CN: 2,635,844
			"	32,000	State	Prev	
			CN	2,108,675	STP	2020	
			"	527,169	State	2020	
1593199 INDOT	Preventative Maintenance	SR 32 HMA Overlay: from SR 9 to US 35, 15.1 miles.	PE	200,000	STP	Prev.	<u>\$ 10,879,773</u> PE: 250,000 CN:10,629,773
			"	50,000	State	Prev.	
			CN-br	198,238	STP	2020	
			CN-rd	8,305,581	STP	2020	
			CN	2,125,954	State	2020	
1600783 INDOT	Preventative Maintenance	SR 28 from SR 67 to 0.79 miles east of SR 67: reconstruction.	PE-br	560,000	STP	2020	<u>\$ 18,101,003</u> PE-br: 700,000 PE-rd: 800,000 RW-br: 30,000 RW-rd:350,000 CN: 16,221,003
			PE-rd	640,000	STP	2020	
			PE	300,000	State	2020	
			RW-br	24,000	STP	2021	
			RW-rd	280,000	STP	2021	
			RW	76,000	State	2021	
			CN	12,976,802	STP	2022	
			CN	3,244,201	State	2022	
1600792 INDOT	Preventative Maintenance	SR 28 HMA Overlay: from SR 3 to SR 67, 2.71 miles.	CN	1,639,309	STP	2021	<u>\$ 2,049,136</u> CN: 2,049,136
			"	409,827	State	2021	
A:1601927 B:1601944 INDOT B-40508	Bridge Program	SR 332 over Pleasant Run Creek, 1.39 miles E of I-69: pipe lining bridge rehabilitation.	PE	40,000	STP	2020	<u>\$ 507,930</u> PE: 50,000 RW: 20,000 A CN: 295,883 B CN: 142,047
			"	10,000	State	2020	
			RW	16,000	STP	2021	
			"	4,000	State	2021	
			CN	350,344	STP	2022	
"	87,586	State	2022				

INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS
INSTIP WORK PROGRAM FY 2020-23

MOST COMMONLY USED FUND CODES

906> State Funds, STP> Surface Transportation Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
1602210 1602211 INDOT	BRIDGE	I-69 NB/SB over Pipe Creek, 3.95 miles N of SR 28: rehab to replace superstructure.	CN "	2,645,523 293,947	NHS State	2020 2020	<u>\$ 2,939,470</u> CN: 2,939,470
1602238 INDOT	BRIDGE	SR 332 over I-69 NB/SB: bridge deck overlay.	PE " CN "	100,320 <u>25,080</u> 1,731,452 432,863	NHS State NHS State	Prev. Prev. 2020 2020	<u>\$ 2,289,715</u> PE: 125,400 CN: 2,164,315
1700810 INDOT	Preventative Maintenance	SR 67 HMA Overlay from SR 3 to SR 28 south junction.	CN "	894,948 223,737	STP State	2020 2020	<u>\$ 1,118,685</u> CN: 1,118,685
1700926 INDOT	BRIDGE	SR 3 Bridge Deck Overlay over Mississinewa River, 4.37 miles north of US 35.	PE " CN "	20,000 <u>5,000</u> 439,424 109,810	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 574,052</u> PE: 25,000 CN: 549,052
1700950 INDOT	BRIDGE	SR 32 Bridge Deck Overlay over Shoemaker Ditch, 2.29 miles east of I-69.	PE " CN "	32,000 <u>8,000</u> 198,238 49,559	STBG State STBG State	Prev. Prev. 2021 2021	<u>\$ 287,797</u> PE: 40,000 CN: 247,797
1700960 1700961 INDOT	BRIDGE	US 35, NB & SB Bridges' superstructure replacement over JD Truitt Ditch, 0.68 miles south of SR 32.	PE " CN "	72,000 <u>18,000</u> 1,553,710 388,428	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 2,032,138</u> PE: 90,000 CN: 1,942,138
1700962 INDOT	BRIDGE	CR 950N Bridge Deck Overlay over I-69, 3.54 miles north of SR 28.	PE " CN "	11,200 <u>2,800</u> 227,819 56,955	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 298,774</u> PE: 14,000 CN: 284,774
1700968 INDOT	BRIDGE	SR 67 Bridge Deck Overlay over Buck Creek, 5.38 miles east of I-69.	PE " CN "	32,800 <u>8,200</u> 711,934 177,984	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 930,918</u> PE: 41,000 CN: 889,918
1700991 1700992 INDOT	BRIDGE	US 35, NB&SB Bridges' deck overlay over CSX Railroad, 0.10 miles south of SR 32.	PE " CN "	48,000 <u>12,000</u> 1,018,031 254,508	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 1,332,539</u> PE: 60,000 CN: 1,272,539
1700993 1700994 INDOT	BRIDGE	US 35, NB & SB Bridges' Deck Overlay over SR 32, 3.51 miles south of SR 67.	PE " CN "	49,600 <u>12,400</u> 1,095,678 273,919	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 1,399,597</u> PE: 62,000 CN: 1,369,597
1700995 1700996 INDOT	BRIDGE	US 35, NB & SB Bridges' Deck Overlay over N&S RR, 1.39 miles north of SR 32.	PE " CN "	48,000 <u>12,000</u> 1,000,776 250,194	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 1,310,970</u> PE: 60,000 CN: 1,250,970
1700997 1700998 INDOT	BRIDGE	US 35, NB & SB Bridges' Deck Overlay over Broadway Ave., 2.89 miles east of SR 3.	PE " CN "	48,000 <u>12,000</u> 1,035,286 258,821	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 1,354,107</u> PE: 60,000 CN: 1,294,107
1702053 1702055 INDOT	BRIDGE	SR 67, NB & SB Bridges' Deck Overlay over No Name Creek, 3.64 miles west of SR 3.	PE " CN "	48,000 <u>12,000</u> 1,069,795 267,449	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 1,397,244</u> PE: 60,000 CN: 1,337,244
1702057 INDOT	BRIDGE	SR 67, NB Off Ramp Bridge Deck Overlay over No Name Creek, 3.64 miles west of SR 3.	PE " CN "	19,200 <u>4,800</u> 405,487 101,372	STP State STP State	Prev. Prev. 2020 2020	<u>\$ 530,859</u> PE: 24,000 CN: 506,859

INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS

MOST COMMONLY USED FUND CODES

INSTIP WORK PROGRAM FY 2020-23

906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
1702897 INDOT	BRIDGE PROGRAM	SR 3, 6.54 mi. N of US 36: small structure pipe lining.	PE-br	14,400	NHS	2020	<u>\$ 519,678</u> PE: 10,000 RW: 15,000 CN: 494,678
			PE-rd	18,400	NHS	2020	
			PE	8,200	State	2020	
			RW	12,000	NHS	2022	
			RW	3,000	State	2022	
			CN	395,742	NHS	2023	
1702942 INDOT	Intersection Improvement	US 35 at CR 300S: intersection improvements with added turn lanes.	PE	24,000	NHS	2020	<u>\$ 390,000</u> PE: 30,000 RW: 50,000 CN: 310,000
			"	6,000	State	2020	
			RW	40,000	NHS	2021	
			"	10,000	State	2021	
			CN	248,000	NHS	2023	
			"	62,000	State	2023	
1702982 INDOT	Intersection Improvement	US 35 at McGalliard Road: intersection improvements.	PE	24,000	NHS	2020	<u>\$ 483,768</u> PE: 30,000 RW: 10,000 CN: 443,768
			"	6,000	State	2020	
			RW	8,000	NHS	2021	
			"	2,000	State	2021	
			CN	355,014	NHS	2023	
			CN	88,754	State	2023	
1800334 INDOT	BRIDGE PROGRAM	SR 28 over Halfway Creek, 0.71 miles E of SR 67: bridge thin deck overlay.	CN	93,236	STP	2022	<u>\$ 116,545</u> CN: 116,545
			"	23,309	State	2022	
1800491 INDOT	BRIDGE PROGRAM	169 NB over White River, 0.23 miles N of SR 67: bridge deck overlay.	CN	1,787,577	NHS	2021	<u>\$ 1,986,197</u> CN: 1,986,197
			"	198,620	State	2021	
1800685 INDOT	ITS Traffic Management Systems	I-69 CCTV DMS from 2.1 miles S of SR 109 to the Delaware/Grant County Line.	PE	180,000	NHS	2023	<u>\$ 2,822,844</u> PE: 200,000 CN: 2,622,844
			"	20,000	State	2023	
			CN	2,098,275	STP	2024	
			"	524,569	State	2024	
Des1801072 INDOT	Bridge Program	US 35 over Yeager, Finley Maynard Ditch: bridge maintenance and repair	PE	52,640	STP	Prev.	<u>\$ 175,145</u> PE: 65,800 CN: 109,345
			"	13,160	State	Prev.	
			CN	87,476	STP	2020	
			"	21,869	State	2020	
Des1801329 INDOT	HMA Overlay, Preventive Maintenance	SR 3 from US 35N Jct. to 1.07 mi S of SR 26 (SCL Hartford City) AQC Exempt 10/22/2019 TPC res 19-19.	PE	200,000	STP	2020	<u>\$ 3,250,000</u> PE: 250,000 CN: 3,000,000
			"	50,000	State	2020	
			CN	2,400,000	STP	2021	
			"	600,000	State	2021	
Des1801453 INDOT	Safety New Signs	Various Locations in the Greenfield District Along US 52 & US 35.	CN	69,388	HSIP	2021	<u>\$ 77,098</u> CN: 77,098
			"	7,710	State	2021	
Des1801461 INDOT	Safety Barrier Wall	Various Locations on the SR 3, SR 67, US 35 Muncie Bypass.	CN	587,508	HSIP	2021	<u>\$ 652,787</u> CN: 652,787
			"	65,279	State	2021	
Des1802055 INDOT	Safety Program	Sign installation and repair for various locations on Greenfield District highway routes. AQE 3/16/20 Res20-10	CN	345,917	Multi	2022	<u>\$ 432,396</u> CN: 432,396
			"	86,479	Local	2022	
1802056 INDOT R41801	Safety Sign Install & Repair	US 35 from Richmond to Muncie, IN. AQC Exempt 8/10/2021. TPC res 2021-13.	CN	59,200	STBG	2022	<u>\$ 74,000</u> CN: 74,000
			"	14,800	State	2022	
Des1802057 INDOT	Signing Install & Repair	SR 32 curve warning signs from Daleville to Yorktown. AQC Exempt 10/22/2019. TPC res 2019-19.	PE	4,500	HSIP	2020	<u>\$ 23,000</u> PE: 5,000 CN: 18,000
			"	500	State	2020	
			CN	16,200	HSIP	2022	
			"	1,800	State	2022	

INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS

MOST COMMONLY USED FUND CODES

INSTIP WORK PROGRAM FY 2020-23

906> State Funds, STP> Surface Transpo. Program (Federal),

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
Des1802059 INDOT	Auxillary Lanes RIRO	US 35 at Riggins Road: Right-In / Right-Out conversion. AQC Exempt 10/22/2019 TPC res 19-19.	PE	5,850	HSIP	2020	<u>\$ 61,500</u> PE: 6,500 CN: 55,000
			"	650	State	2020	
			CN	49,500	HSIP	2022	
			"	5,500	State	2022	
Des1802826 INDOT	Other Type Miscellaneous	Various locations statewide for on-call consultant review.	PE	1,680,000	STP	2020	<u>\$ 10,200,000</u> PE1: 2,100,000 PE2: 2,100,000 PE3: 3,000,000 PE4: 3,000,000
			"	420,000	State	2020	
			PE	1,680,000	STP	2021	
			"	420,000	State	2021	
			PE	2,400,000	STP	2022	
			"	600,000	State	2022	
1900132 INDOT	BRIDGE PROGRAM	I-69 NB over Killbuck Creek, 0.93 miles N of SR 332: replace superstructure (same number of travel lanes as now).	PE	200,000	NHS	2020	<u>\$ 2,422,000</u> PE: 250,000 FY 2024 CN
			"	50,000	State	2020	
1900133 INDOT	BRIDGE PROGRAM	I-69 SB over Killbuck Creek, 0.93 miles N of SR 332: replace superstructure (same number of travel lanes as now).	PE	200,000	NHS	2020	<u>\$ 2,532,000</u> PE: 250,000 FY 2024 CN
			"	50,000	State	2020	
1900147 INDOT R42077	Intersection Improvement	US 35 at CR 300S in Muncie: Added Turn Lanes	PE	49,050	HSIP	2020	<u>\$ 544,415</u> PE: 54,500 RW: 35,000 CN: 454,915
			"	5,450	State	2020	
			RW	28,000	STBG	2022	
			"	7,000	State	2022	
1900148 INDOT	Access Control	SR 332 at Morrison-300W in Muncie: intersection improvement	PE	29,700	HSIP	2020	<u>\$ 210,124</u> PE: 33,000 FY 2024 CN
			"	3,300	State	2020	
1900151 INDOT R42709	Access Control	SR 32 at Nebo-400W (Yorktown): intersection improvement	PE	48,600	HSIP	2020	<u>\$ 449,267</u> PE: 54,000 RW: 20,000 CN: 375,267
			"	5,400	State	2020	
			RW	16,000	STBG	2022	
			"	4,000	State	2022	
1900554 INDOT	Other Type Miscellaneous	statewide for HELPERS Program by LTAP 2020-23.	PE	1,039,144	HSIP	2020	<u>\$ 1,154,604</u> PE: 1,154,604
			"	115,460	State	2020	
1901551 INDOT	BRIDGE PROGRAM	SR 3NB Bridge over Buck Creek: deck overlay improvements.	CN	189,600	STP	2021	<u>\$ 237,000</u> CN: 237,000
			"	47,400	State	2021	
2000582 INDOT R43065	Preventative Maintenance	SR 32 from US 35 east 3.93 miles to Selma: HMA overlay. <u>AQC Exempt 8/10/2021.</u> <u>TPC res 2021-13.</u>	CN	2,681,100	NHPP	2022	<u>\$ 3,351,375</u> CN: 3,351,375
			"	670,275	State	2022	
2000594 INDOT R42710	Preventative Maintenance	SR 332 from I-69 to 7.65 miles east of I-69: HMA Overlay paving & safety upgrades. <u>AQC Exempt 8/10/2021.</u> <u>TPC res 2021-13.</u>	RW	12,000	STBG	2022	<u>\$ 6,324,443</u> RW: 15,000 CN: 6,309,443
			"	3,000	State	2022	
2001161 INDOT R43038	Preventative Maintenance	SR 32 from Perdieu Rd-250W to US 35: HMA Overlay paving & safety upgrades. <u>AQC Exempt 8/10/2021.</u> <u>TPC res 2021-13.</u>	CN	5,217,999	STBG	2023	<u>\$ 6,522,499</u> CN: 6,522,499
			"	1,304,500	State	2023	

2001708 INDOT	SAFETY CONSULT- ING	Various statewide locations for Statewide Overhead Sign Structure Inspection.	PE "	666,263 166,566	NHS State	2021 2021	\$ 832,829
2001709 INDOT	SAFETY CONSULT- ING	Various statewide locations for High Mast Lighting Tower Inspection in FY 2021.	PE "	200,000 50,000	NHS State	2021 2021	\$ 250,000
2002415 INDOT	SAFETY	SR 32 at Batavia, Tillotson, and Perdieu-250W: traffic signal modernization.	PE " CN "	512,640 <u>56,960</u> 1,890,000 210,000	HSIP State HSIP State	2021 <u>2021</u> 2023 2023	\$ 2,669,600 PE: 569,600 CN: 2,100,000
2100287 INDOT	Safety Study	Statewide Highway/Rail Grade Crossing Safety Action Plan. <u>AQC Exempt</u> 8/10/2021. TPC res 2021-13.	PE "	6,430 700	HSIP State	2022 2022	\$ 7,130 PE: 7,130

Note: PE is Preliminary Engineering, RW is right-of-way acquisition, CN is construction, CE is CN engineering

Muncie Indiana Transit System Planning Support/Justification of Projects

The planning support and justification for transit improvement projects come from the MITS Major Equipment Replacements/Procurements Schedule and analysis of the need for upgrading equipment or facilities. The table on the next page outlines the costs and timing of each project. This page of the Delaware Muncie Transportation Improvement Program is for justifying the combination of projects selected and providing reference to planning support for each improvement.

1. MITS Operating assistance: operating assistance is an eligible item for federal transit funds and is needed to supplement passenger fares and local and state subsidies toward maintaining a functioning public transit system in Muncie, Indiana.

2. Purchase of up to 17 Hybrid-electric Buses: MITS has grants toward purchasing five (5) buses in FY 2020, three (3) buses in FY 2021, two (2) buses in FY 2022, three (3) buses in FY 2023, and four (4) in FY 2024. These buses are heavy-duty buses. This project is on the Equipment Replacement Schedule.

3. Purchase of up to 11 MITS Plus transit vans: MITS will purchase up to two (2) transit vans in FY 2022, two (2) transit vans in FY 2023, and seven (7) transit vans in FY 2024 to replace vans with more than the 4-year normal transit service life. MITS will apply for FTA grants toward the costs. This project is on the MITS Equipment Replacement Schedule.

4. Replacement of roof on MITS Headquarters: \$760,000 of STBG funds are being flexed to FTA toward MITS's cost of replacing the roof & adding solar panels on the administration building in FY 2021.

5. Purchase of a maintenance service truck: MITS will purchase a replacement maintenance service truck in FY 2021. This project is on the MITS Equipment Replacement Schedule

6. Purchase of a hybrid supervisor's vehicle: MITS will purchase a replacement hybrid vehicle in FY 2021 for use by supervisors. This project is on the MITS Equipment Replacement Schedule.

7. Purchase and installation of passenger-waiting shelters: \$40,000 of STBG funds are being flexed to FTA toward MITS's cost involving new passenger waiting shelters.

8. Construction of sidewalks to enhance access to transit routes: \$800,000 of STBG funds are being flexed to FTA toward sidewalk construction in Muncie coordinated with city government.

MUNCIE INDIANA TRANSIT SYSTEM PROJECTS MOST COMMONLY USED FUND CODES:
DELAWARE MUNCIE PLANNING AREA TIP FTA Section 5307, 5309, 5316, 5317
FISCAL YEARS 2020 THROUGH 2023 PMTF > Public Mass transportation Fund (State); PTC> Local

PROJECT DES. #	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	FY / Total Cost
#1900546 MITS	Operating Assistance	1. FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2020.	Operating	1,938,000 1,473,230 3,731,150	FTA5307 PMTF PTC	<u>2020</u> 7,142,380
	ROLLING STOCK	2. Purchase of up to five (5) replacement buses in FY 2020 for fixed route service.	Purchase	2,400,000 600,000	FTA5339 PTC	<u>2020</u> 3,000,000
#1900547 MITS	Operating Assistance	1. FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2021.	Operating	1,976,760 1,473,230 3,835,235	FTA5307 PMTF PTC	<u>2021</u> 7,285,225
	ROLLING STOCK	2. Purchase of up to three (3) replacement buses in FY 2021 for fixed route service.	Purchase	1,464,000 366,000	FTA5339 PTC	<u>2021</u> 1,830,000
	OTHER	4. Replacement of roof & adding solar panels at MITS Headquarters.	Expense	760,000 190,000	STBG PTC	<u>2021</u> 950,000
	SUPPORT EQUIPMENT	5. Purchase of one (1) replacement maintenance service truck.	Purchase	36,000 9,000	FTA5307 PTC	<u>2021</u> 45,000
	SUPPORT EQUIPMENT	6. Purchase of one (1) hybrid replacement supervisor's vehicle.	Purchase	28,000 7,000	FTA5307 PTC	<u>2021</u> 35,000
	OTHER	7. Purchase and installation of passenger-waiting shelters.	Expense	70,059 17,515	STBG PTC	<u>2021</u> 87,574
	OTHER	8. Construction of sidewalks to enhance access to transit routes.	Expense	800,000 200,000	STBG Local	<u>2021</u> 1,000,000
	ROLLING STOCK	9. Mid-life rebuild of six (6) low-floor hybrid electric buses.	Expense	288,000 72,000	FTA5339 PTC	<u>2021</u> 360,000
	OTHER	10. Construction of renovations to MITS Transfer Station.	Expense	600,000 150,000	FTA5339 Local	<u>2021</u> 750,000
#1900548 MITS	Operating Assistance	1. FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2022.	Operating	2,016,295 1,473,230 3,941,405	FTA5307 PMTF PTC	<u>2022</u> 7,430,930
	ROLLING STOCK	2. Purchase of up to two (2) replacement buses in FY 2022 for fixed route service.	Purchase	976,000 244,000	FTA5339 PTC	<u>2022</u> 1,220,000
	ROLLING STOCK	3. Purchase of up to two (2) replacement transit vans in FY 2022.	Purchase	176,000 44,000	FTA5310 PTC	<u>2022</u> 220,000
#1900549 MITS	Operating Assistance	1. FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2023.	Operating	2,056,620 1,473,230 4,049,700	FTA5307 PMTF PTC	<u>2023</u> 7,579,550
	ROLLING STOCK	2. Purchase of up to three (3) replacement buses in FY 2023 for fixed route service.	Purchase	1,464,000 366,000	FTA5339 PTC	<u>2023</u> 1,830,000
	ROLLING STOCK	3. Purchase of up to two (2) replacement transit vans in FY 2023 for paratransit service.	Purchase	176,000 44,000	FTA5310 PTC	<u>2023</u> 220,000

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 & 5311 PROJECTS

Des #1700457 (via INDOT) - **Hillcroft Services** was awarded \$72,965 in FY 2021 FTA Section 5310 funds toward the \$91,206 cost of purchasing two low-floor mini-vans. The local match is \$18,241.

IDENTIFICATION OF ITS PROJECTS

There are no FY 2020-2023 ITS projects programmed for Delaware County at this time.

DMTIP CHANGES BY MODIFICATION OR AMENDMENT

The following are changes to the FY 2020-2023 Delaware Muncie Transportation Improvement Program (DMTIP) by modification or amendment after the original DMTIP was approved in 2019:

8/30/2019 – DMTIP mod – Des 1700681 CN increased \$209,750 using \$167,800 STBG funds FY 2020.
10/25/2019 - DMTIP mod – Des 1592998 & 1702868 increased CN, Des 1700751 reduced scope - Ph 1.
11/7/2019 - DMTIP mod – Des 1700950 CN FY to 2021, Des 1802057 & 1802059: 90/10 CN match.
11/7/2019 - DMTIP amend – add Des 1801329, add FY 2020 PE: Des 1802057 & 1802059.
1/29/2019 - DMTIP mod – Des 1298228 CN FY moved to 2021.
1/31/2019 - DMTIP amend – add FY20 PE to Des #1601927.
2/19/2020 – DMTIP amend – add Des 1900132,1900133, 1900147, 1900148, 1900151
2/19/2020 – DMTIP amend – add Des 2001091, UPWP funding: PL, FTA 5303, \$755,000 of STBG.
2/19/2020 – DMTIP mod – move 1700680 RW to FY21, 1700751 CN to FY24-Illustrative.
2/19/2020 – DMTIP mod – lower 1700681 CN to bid, increase 1900774 FY20 PE to \$353,175.
3/19/2020 – DMTIP amend – add Des 1802055, sign safety, \$136,000 CN
4/15/2020 – DMTIP mod – lower 1900774 PE to \$340,975; move 1592998 & 1702868 CN to FY 21.
5/6/2020 - DMTIP amend – add Des 1901551, SR 3N Bridge over Buck Creek, for CN in FY 21.
6/17/2020 – DMTIP amend – add Hillcroft Services FY21 low-floor 2 mini-vans project.
6/17/2020 – DMTIP amend – add to 1900547: roof replacement, passenger shelters, sidewalks in FY 21.
6/17/2020 – DMTIP mod – move 1700682 \$90K FY21 PE to 22, increase 9680560 FY21 PE & CN/CE.
8/17/2020 – DMTIP amend – add INDOT Des 2001178, 2001179 FY 21 statewide inspections.
12/11/2020 – DMTIP amend – add INDOT Des 2002415 FY21 PE, FY23 CN SR 32 signal mods.
2/17/2021 – DMTIP mod – add FY21 funds to 1700751 PE, swap 1700751 & 1900774 CN FYs
2/19/2021 – DMTIP amend – add 2100088, Memorial BR#193 rehab for FY21/22 PE, 22 RW, 25 CN.
3/17/2021 – DMTIP mod - funds & FY: 1600783, 1702897, 1702982, 1800334, 1800685.
6/3/2021 – DMTIP mod - add \$30,059 STBG to passenger-waiting shelters project #1900547.
6/22/2021 – DMTIP Illustrative Projects expanded to include Muncie RAISE Project.
7/27/2021 – DMTIP mod – adjust funds to match 2022-25 DMTIP, adjust timing, #1173229 chg order.
8/3/2021 – DMTIP amend – add 2003023, 2003045, 2003046, 2003048, 2100143, 2100151.
8/3/2021 – DMTIP amend – add 1802056, 2000582, 2000594, 2001161, 2100287; RW 1900147&151.
11/17/2021 – DMTIP amend – add 1700751 RW in FY 2022.
12/01/2021 – DMTIP amend – add 6 buses rebuild & MITS Transfer Station Renovations FY 2021.
12/15/2021 – DMTIP mod – move 2000582 CN from FY 2023 to FY 2022.

DMTIP

***Illustrative
Projects***

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 will be amended into the TIP after funding is secured.

TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS – FY 2024

PROJECT NUMBER	PROJECT TYPE	PROJECT DESCRIPTION	PHASE	COST	FUND CODE	State Fiscal Year	Est. Cost to Complete Totals
#1900773 City of Muncie	Bicycle Pedestrian	Cultural Trail Phase 2: bicycle/pedestrian paths routing from Dicks to E. Main Street along University, Pauline, Wysor and Madison (leftover from Ph. 1).	PE	240,000	STP-TA	Prev.	<u>\$ 2,300,000</u> PE: 300,000 CN:2,000,000
			"	<u>60,000</u>	Local	Prev.	
			CN/CE	1,600,000	STP-TA	2024	
#1700682 County B40333	Bridge Replacement	BR #502, Gharkey St. over Buck Creek, north of 23 rd St.: bridge replacement.	"	1,404,000	STBG	2024	<u>\$ 2,185,000</u> CN: 1,560,000 CE: 195,000
			"	351,000	CBR	2024	
#1700751 City of Muncie	Bicycle Pedestrian	Cultural Trail Phase 1: bicycle/pedestrian paths routing from Dicks Street to White River B.	CN/CE "	2,737,779 684,445	STP-TA LOCAL	2024 2024	<u>\$ 3,422,224</u> CN: 3,055,557 CE: 366,667
#1900550 MITS	Operating Assistance	FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2024.	Operating	2,097,750 1,473,230 4,160,160	FTA5307 PMTF PTC	2024 2024 2024	<u>\$ 7,731,140</u>
	ROLLING STOCK	Purchase up to four (4) hybrid-electric buses to replace buses in MITS's fleet in FY 2024.	Purchase	1,920,000 480,000	FTA5339 PTC	2024 2024	<u>\$ 2,400,000</u>
	ROLLING STOCK	Purchase up to seven (7) replacement transit vans in FY 2024.	Purchase	616,000 154,000	FTA5310 PTC	2024 2024	<u>\$ 770,000</u>

Note: PE is Preliminary Engineering, RW is right-of-way acquisition, CN is construction.

PENDING PROJECTS AWAITING FUNDING OR SELECTION PROCESS

DES. NO.	PROGRAM	DESCRIPTION	PHASE	COST	FY YEAR
City of Muncie	Reconstruction	Riggin Road reconstruction from Old SR 3 to SR 67 w bike/ped upgrades.	Constr.	1,800,000	future
Delaware County	Bridge Replacement Rural Br.	Replacement of Bridge 45, Gregory Road over the Mississinewa River & adjustment to approaches.	Constr.	2,500,000	future
City of Muncie	Bike/Ped. Improvements	Sidewalk/Safe Routes to School improvements.	Constr.	350,000	future
City of Muncie	Reconstruction	Riverside reconstruction from Dicks to Wheeling w ped safety upgrades.	Constr.	2,000,000	future
	Road Resurfacing	The resurfacing of various road according to pavement management programs under approved plans.	Constr.	1,000,000	future
Delaware County	Roundabout	Riggin Road at Old SR 3: roundabout and intersection upgrades.	Constr.	2,500,000	future
Muncie	RAISE*	Transportation Enhancement & Neighborhood Revitalization Project for Hoyt, 8 th , & Walnut.	PE, RW CN	\$10-\$15 M	future

*Note: RAISE = Rebuilding American Infrastructure with Sustainability and Equity

PRIORITY SCHEDULE FOR DELAWARE COUNTY BRIDGE REPLACEMENTS

PRIORITY SCHEDULE FOR COUNTY BRIDGES
 (1) REPLACEMENT (2) REHABILITATION
 (3) WIDENING (4) REPAIR (5) ELIMINATE

CATEGORY: 1

Bridge Number	Priority Number	Year of Work	Type of Work	Gross Tons	Sufficiency Rating	Estimated Costs (x \$1,000)		
						Bridge	Roadway	Total
00086	1	2019	31	18	59.8	450	205	830
00127	2	2019	31	10	2.0	380	179	706
00125	3	2019	31	20	48.3	490	185	852
00199	4	2019	31	10	48.2	240	20	335
00502	5	2020	31	20	80.0	533	179	899
00088	6	2020	31	7	39.2	241	453	876
00035	7	2020	31	10	21.8	215	179	498
00112	8	2020	31	14	46.7	445	190	802
00161	9	2021	31	5	17.6	1047	179	1547
00045	10	2021	31	3	23.1	872	453	1672
00108	11	2021	31	14	51.3	310	179	618
00130	12	2021	31	13	54.9	990	190	1489
00507	13	2022	31	15	51.2	250	453	888
00050	14	2022	31	20	60.0	220	190	518
00190	15	2022	31	10	59.7	180	195	474
00013	16	2022	31	12	36.3	510	195	890
00121	17	2023	31	16	79.8	230	195	537
00245	18	2023	31	20	65.9	225	195	530
00058	19	2023	31	20	83.9	220	200	530
00040	20	2023	31	10	78.7	325	200	663
00269	21	2024	31	10	46.9	225	200	537
00137	22	2024	31	10	54.3	205	205	520
00103	23	2024	31	16	52.4	385	205	750
00122	24	2024	31	20	70.3	400	205	765
00118	25	2025	31	13	41.9	476	179	827

Total Bridges for Category 1: 25

Estimated Costs for Replacement Projects = \$19,553,000

Note: The estimated costs for bridge replacement are based on using local funds only. Federal aid bridge projects would have a higher cost due to the related requirements for such projects.

PRIORITY SCHEDULE FOR DELAWARE COUNTY BRIDGE REHABILITATIONS

PRIORITY SCHEDULE FOR COUNTY BRIDGES
 (1) REPLACEMENT (2) REHABILITATION
 (3) WIDENING (4) REPAIR (5) ELIMINATE

CATEGORY: 2

Bridge Number	Priority Number	Year of Work	Type of Work	Gross Tons	Sufficiency Rating	Estimated Costs (x \$1,000)		
						Bridge	Roadway	Total
00501	1	2019	35	16	67.3	784	200	984
00075	2	2019	35	20	50.3	117	179	359
00069	3	2019	35	20	69.9	257	179	528
00030	4	2019	35	15	63.4	157	179	407
00193	5	2020	35	20	66.2	687	179	1048
00020	6	2020	35	20	77.1	730	179	1100
00051	7	2020	35	20	77.1	494	179	815
00505	8	2020	35	17	70.7	105	179	344
00172	9	2021	35	13	72.1	275	190	565
00146	10	2021	35	20	98.9	285	190	580
00084	11	2021	35	20	94.1	675	179	1034
00072	12	2021	35	20	95.8	101	179	339
00180	13	2022	35	20	93.2	320	195	625
00003	14	2022	35	20	97.0	124	179	367
00012	15	2022	35	20	86.0	160	179	411
00179	16	2022	35	20	78.6	350	195	660
00519	17	2023	35	20	74.5	355	200	675
00503	18	2023	35	15	59.0	780	200	1186
00195	19	2023	35	15	48.6	235	200	530
00160	20	2023	35	16	69.3	295	200	600
00068	21	2024	35	20	77.2	210	205	505

Total Bridges for Category 2: 21

Estimated Costs for Rehabilitation Projects = \$13,662,000

Note: The estimated costs for bridge rehabilitation are based on using local funds only. Federal aid bridge projects would have a higher cost due to the related requirements for such projects.

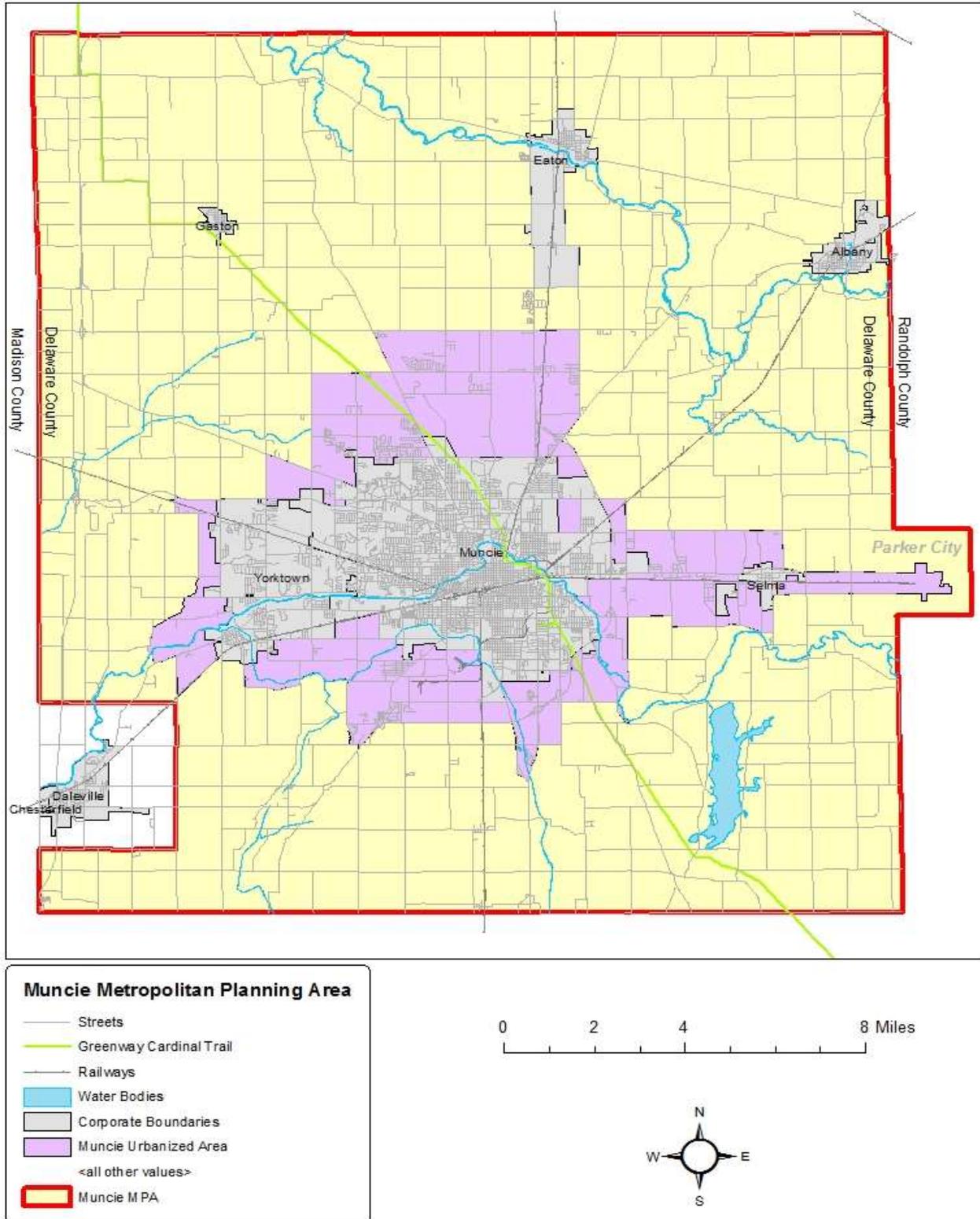
DMTIP

Summary

SUMMARY

INTRODUCTION

The summary chapter of the DMTIP provides a map of the Muncie Metropolitan Planning Area and Environmental Justice analysis of the local projects in the Transportation Improvement Program (TIP). The appendix at the end of this document will provide greater detailed project information including aerial view, location, description, and planning support.



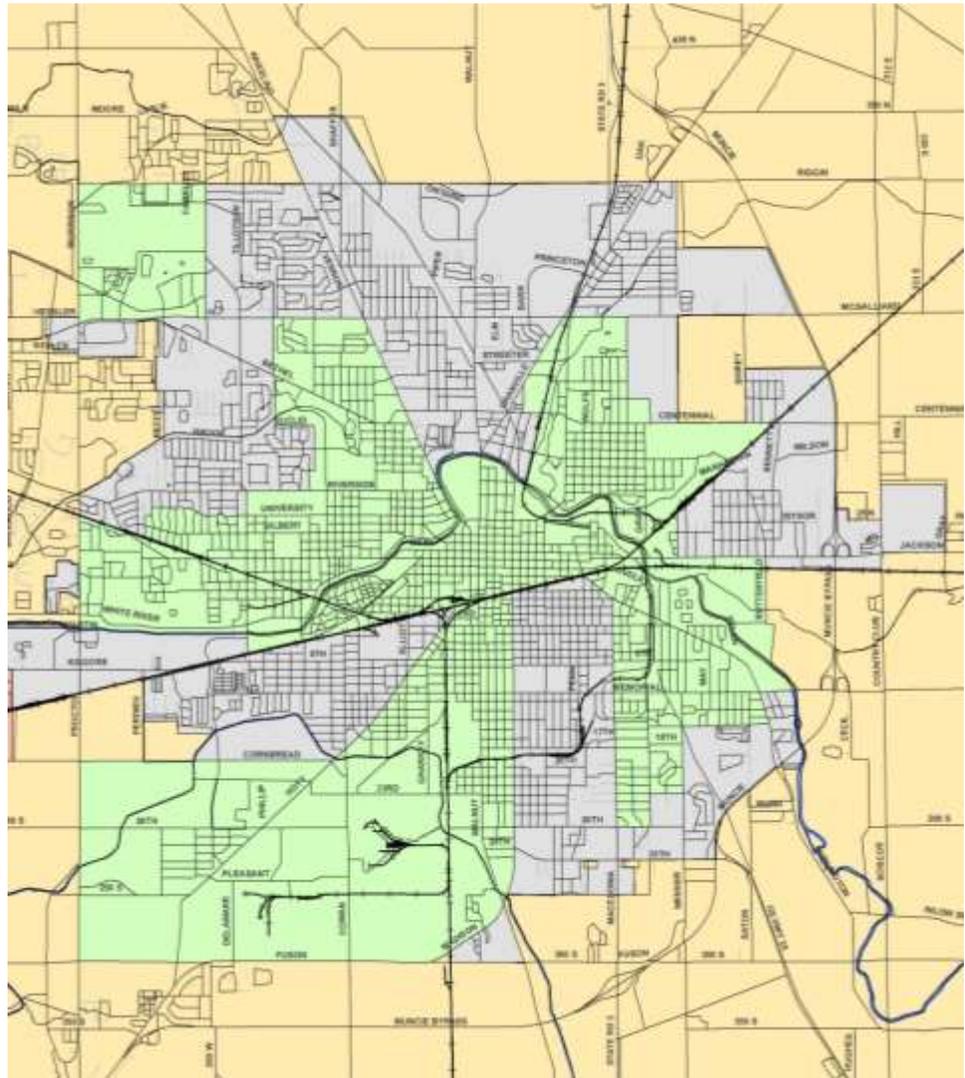
Environmental Justice Analysis of Local TIP Projects

This section of the summary chapter provides environmental justice analysis concerning the program of local projects in the Muncie Urbanized Area and concerning low-income and minority areas. The two analyses of these areas are separate.

Low-Income Areas

The census tract data for all of Delaware County was analyzed and the low-income areas highlighted in green on this map are the 2010 Census Tracts with at least 30 percent of the individuals living below the poverty level in 2009. The 2010 Census indicates that 22,465 people or 19.1 percent of Delaware County's population lived below the poverty level. The low-income areas north of White River and west of Wheeling Avenue contained university students who qualified by their individual income level.

Three (3) of the thirteen (13) local urban projects in Muncie in the FY 2018-2021 Delaware Muncie Transportation Improvement Program (DMTIP) are within the low-income area. Those projects include a three part bicycle/pedestrian project to enhance the bike/ped network. These projects will benefit the low-income areas and all of Muncie.



2010 Census Low-Income Areas

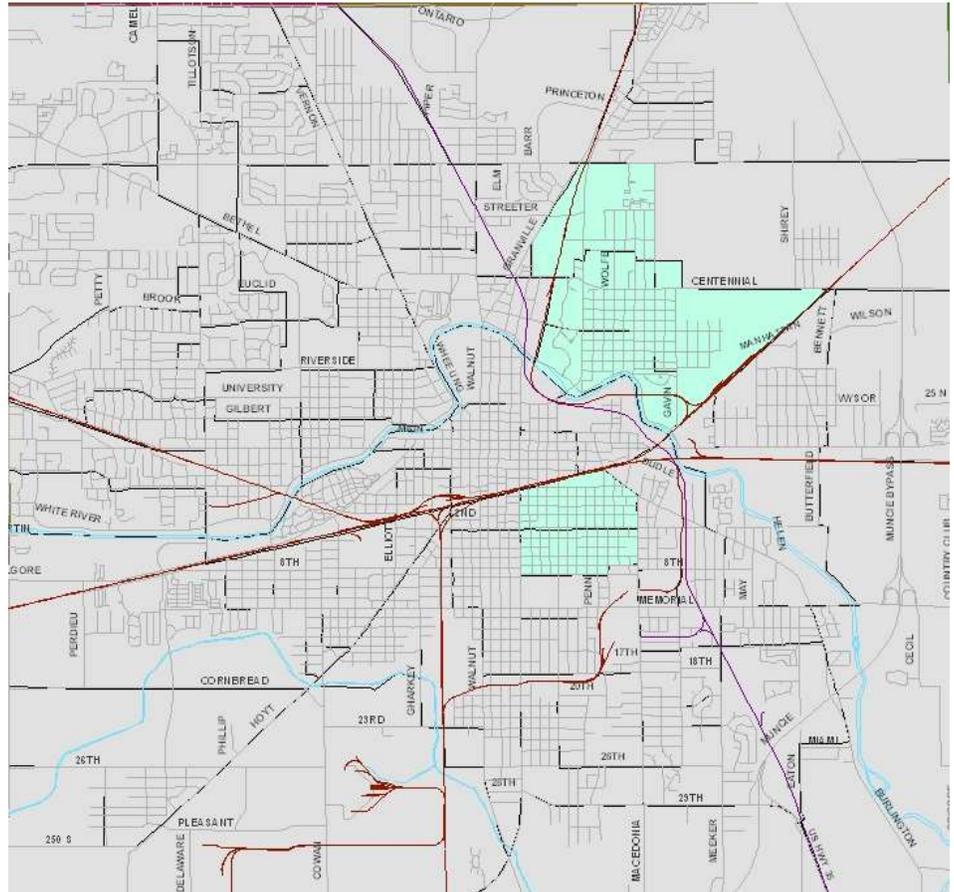
Environmental Justice Analysis of Minority Areas

The Minority Areas, as shown on the map below, are the 2010 Census Tracts with over half of the population as minorities. The population of 2010 Census Minority Areas totaled 4,136 people, or 5.9 percent of the City of Muncie population of 70,085. The minority areas (highlighted in light green) are comprised of the Whiteley Neighborhood in the northeast and the Industry Neighborhood south of the downtown.

There are no federal-aid projects planned within the minority areas. The Kitselman Gateway projects about a minority area, providing their residents with access to new bicycle/pedestrian facilities east of the downtown.

2010 Census Minority Areas Shown in Green

This program of projects will benefit both the minority and the low-income areas.



2018-2045 DELAWARE MUNCIE TRANSPORTATION PLAN EXCERPTS

LONG RANGE PROJECTS

The long range program of projects is shown on the following pages. Previously they have included only those projects within the Metropolitan Planning Area, but this listing has been expanded to include all federally funded projects and all regionally significant projects located in Delaware County, Indiana, to comply with Transportation Conformity requirements. As a result, the list includes State projects both inside and outside of the Metropolitan Planning Area, projects listed in the Madison County Council of Governments Transportation Plan located in the Daleville area which is a part of the Anderson Urbanized Area, and rural local projects outside the Metropolitan Planning Area. The listing does not include the bicycle and pedestrian projects which are shown in Section VI. The listing was separated by jurisdiction and by funding phase. There were five funding phases: 2019-2024, 2025-2029, 2030-2034, 2035-2039 and 2040-2044. The listing also included a label for Project Class which refers to whether it was considered an expansion project or an exempt project. Expansion projects were those that expanded capacity and were subject to a conformity analysis to determine that they would not adversely impact air quality. This list of projects had that determination when the conformity analysis was required, but this requirement ended July 20, 2013. Bicycle and pedestrian projects were classified as exempt.

The listing includes a column labeled Model Year. The DMMPC was required to conduct an air quality analysis for certain years and those selected had to meet certain requirements such as they must be no more than 10 years apart. The model years that we have are 2010, 2015, 2020, 2025, 2030, 2035, 2040 and 2045. The model year of a project meant the year in which that improvement was to be added to the system and modeled for air quality conformity. The project would be added to the model year only if it was to be completed and open to traffic by the “ozone season” which is April through October. The requirement for an emissions analysis involving Transportation Plan and Transportation Improvement Program projects effective February 16, 2019.

Table 10: *Transportation Plan Projects by Jurisdiction and Funding Phase*

Jurisdiction		City of Muncie			
<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2019-2024	Kitselman Bike/Ped Trail			Bike/Pedestrian Facilities	\$ 6,000,000
2019-2024	Wheeling Reconstruction	1173229	0.75	Added Travel Lanes	\$ 3,300,000
2019-2024	Arts & Cultural Trail	1700751		Bicycle/Pedestrian Paths	\$ 2,400,000
2025-2029	Riggin Reconstruction	1700752	1.40	Reconstruction/Turn Lanes	\$ 3,000,000
2025-2029	Centennial Reconstruction		0.77	Reconstruction/Turn Lane	\$ 2,200,000
2025-2029	Riverside Reconstruction		0.60	3-R Reconstruction	\$ 1,500,000
2030-2034	Walnut Reconstruction		0.75	Reconstruction/Turn Lanes	\$ 2,100,000
2030-2034	Bethel from Oakwood to New York		0.00	Reconstruction/Turn Lanes	\$ 3,000,000
2030-2034	Morrison Reconstruction		0.90	Reconstruction/Turn Lanes	\$ 2,000,000

Jurisdiction Delaware County

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2021-2022	Br#161 CR 170 S over White River	9680560	0.00	Bridge Replacement	\$ 2,900,000
2019-2024	Br#125 Nebo Rd over York Prairie	1700680	0.00	Bridge Replacement	\$ 2,040,000
2019-2024	Br#127 CR 600 W over York Prairie	1700681	0.00	Bridge Replacement	\$ 1,237,500
2019-2024	Br#502 Gharkey St over Buck Creek	1700682	0.00	Bridge Replacement	\$ 506,250

Jurisdiction Yorktown

<i>Funding Phase</i>	<i>Project Name</i>	<i>Des #</i>	<i>Miles</i>	<i>Type of Project</i>	<i>Project Cost</i>
2019-2024	River Rd at Nebo Roundabout	1700678		Roundabout	\$ 1,900,000
2019-2024	Nebo Sidewalk	1592998, 1702868	0.55	New Sidewalks	\$ 1,325,000
2030-2034	CR 600W: SR 32 to SR 67		1.00	Reconstruction/Realignment	\$ 6,000,000

DMTIP Conformity Executive Summary

As part of its transportation planning process, the Delaware-Muncie Metropolitan Plan Commission previously completed the transportation conformity process for the 2018-2045 Delaware-Muncie Transportation Plan (TP). This report documents that the FY 2020-2024 Delaware-Muncie TIP meets the federal transportation conformity requirements in 40 CFR Part 93.

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

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

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

Project Types Summary

The Local Public Agency (LPA) projects in the FY 2020-2024 DMTIP include two road reconstruction (Des #1173229 Wheeling Av CE, 1700752 Riggin Rd) with turn lanes and bike/ped features, a roundabout (Des 1700678 River/Nebo Roads), four bike/ped projects (Des #1592998/1702868 Nebo, 1700751 Ph1 Cultural Trail, 1700773 Ph2 Cultural Trail, 1700774 Ph3 Kitselman), three bridge replacements (Des 1700680 BR#125, Des 1700681 BR#127, 1700682 BR#502), Work Program funds for FY 2020 (Des 1801325), a rural bridge replacement (Des 9680560 BR#161) and Bridge Inspections/Report (Des #1500279). None of these improvements are expansions adding traffic capacity and they should be considered exempt projects for air quality conformity purposes. The state highway projects by INDOT in the FY 2024 DMTIP include various preventative maintenance projects, various bridge improvement projects, three intersection improvement projects adding turn lanes, and a few safety and signage projects. None of the improvements in the state projects are expansions adding traffic capacity and they should be considered exempt projects for air quality conformity purposes. The Muncie Indiana Transit System (MITS) projects were for operating assistance, replacement staff vehicles, replacement transit vehicles, a roof replacement for their administration/transit garage building. All of the transit projects were necessary toward maintaining the existing urban transit service.

BACKGROUND

Transportation conformity is being established for the FY 2020-2024 Delaware-Muncie Transportation Improvement Program (TIP) adopted by the MPO Transportation Policy Board. The conformity is needed as a result of a recent decision from the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138), which struck down portions of the 2008 Ozone NAAQS State Implementation Plan Requirements Rule concerning the Ozone National Ambient Air Quality Standards (NAAQS) as well as the anti-backsliding requirements associated with the revocation of the 1997 Ozone NAAQS.

Areas such as Delaware County that were maintenance areas for the 1997 Ozone NAAQS at the time of revocation and are designated as attainment for the 2008 Ozone NAAQS, have not been required to make transportation conformity determinations for any Ozone NAAQS since the 1997 Ozone NAAQS was revoked in April 2015. Under the recent court decision, these areas, referred to as orphan areas rather than non-attainment or maintenance areas, necessitate new regional conformity determinations.

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 (“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 establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The 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 Coast 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 when the standard was revoked, depending on their designations for the subsequent 2008 and 2015 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).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. In orphan areas that have one or more MPOs, transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). As no regional emissions analysis is required in orphan areas, there is no requirement to use the latest emissions model (40 CFR 93.111), or use either the emissions budget test or interim emissions test (40 CFR 93.118 and 93.119).

Therefore, transportation conformity for the 1997 ozone NAAQS for the Delaware-Muncie TP and TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

Use of the latest planning assumptions, per 40 CFR 93.110

These criteria generally apply to regional emissions analyses. In orphan areas, ensuring the latest planning assumptions are used applies to information about TCMs in an approved SIP (40 CFR 93.113). No Transportation Control Measures (TCM) are included in the Indiana SIP for the Muncie-Delaware County Orphan Maintenance Area.

Development of the Delaware-Muncie TP 2045, which supports the FY 2020-2024 DMTIP, included updating the land use assumptions derived from the estimates of current and future population, employment, travel, and congestion. All forecasts utilized the best available planning assumptions concerning development and socio-economic forecasts to the year 2045.

Consultation requirements, according to 40 CFR 93.112

An Interagency Consultation Group (ICG) is reviewing this document concurrent with a 10-day public comment period to ensure all requirements of the conformity determination have been met. The ICG members have the opportunity to request a conference call should an agency want to discuss the document with the ICG. A list of the ICG members receiving this Transportation Conformity Determination Report is as follows:

Anthony Maietta	EPA	Alexandria Burns	FTA
Robert Dirks	FHWA	Shawn Seals	IDEM
Jay Mitchell	INDOT	Joyce Newland	FHWA
Brandon Burgoa	INDOT		

Timely implementation of any approved SIP transportation control measures (TCMs), according to the requirements in 40 CFR 93.113

No Transportation Control Measures (TCM) specific for Delaware County are included in the Indiana SIP for the Delaware County Orphan Maintenance Area.

Fiscal constraint, according to 40 CFR 93.108

The 2018-2045 TP includes a financial plan that demonstrates fiscal constraint and how the adopted plan can be implemented. The financial plan compares the estimates of funds that are reasonably expected to be available for transportation uses, including transit, and the cost of constructing, maintaining and operating the transportation system over the period of the plan as set forth in Section VII, pp. 46-56.

The FY 2020-2024 TIP includes a summary of the fiscal constraint analysis for transit and local highway projects listed in the TIP document under Financial Considerations on pp. 23-25. The details for the federal funds available and programmed amounts are also located in the document in the Summary of Federal Funds Available and Programmed on p. 32. The local match required for federally funded projects is supplied from a variety of local sources including LRS, CBR, EDIT, MVH, TIF and others. The LPA is required, prior to beginning projects, to have identified the specific source and amount required for their local match.

CONCLUSION

This conformity determination document concludes that the FY 2020-2024 Delaware-Muncie Transportation Improvement Program (TIP) satisfies all applicable criteria and procedures in the U.S. EPA 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 Coast II*,” 882 F.3d 1138).

DMTIP

***Public
Comment***

This section is for information pertaining to public comment that has been received concerning the FY 2020-2024 Delaware Muncie Transportation Improvement Program (DMTIP) during the public involvement process.

A notice of public meeting was placed in the Muncie Star on January 25, 2019 for public input on the draft FY 2020-2024 DMTIP on February 6, 2019. The March 2019 meeting of the Technical Advisory Committee was also open to the public for input.

A copy of the public meeting notice is listed below:

NOTICE OF PUBLIC MEETING

PLEASE TAKE NOTICE that on February 6th, the Delaware-Muncie Metropolitan Plan Commission (DMMPC) will hold a public meeting/call for projects for the draft Fiscal Year (FY) 2020-2024 Delaware Muncie Transportation Improvement Program (DMTIP) affecting transportation in the Muncie Metropolitan Planning Area.

The public meeting will take place on the above date at 4:00 p.m. to 5:00 p.m. in the Commissioners' Conference Room, 2nd Floor, County Building, Room 200A, 100 W. Main Street in Muncie, Indiana. Input is requested from citizens, affected public agencies and jurisdictions, employee representatives of transportation and other affected agencies, private providers of transportation and any other interested parties. The DMTIP document is on file for public inspection at the Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana, from 8:30 a.m. to 4:00 p.m., Monday through Friday (phone: 765-747-7740). The draft DMTIP document will be on Plan Commission website at www.dmmopc.org. Written comments may be filed with the Plan Commission Office or emailed to hsmith@co.delaware.in.us through April 15, 2019 for the FY 2020-2024 DMTIP.

The Transportation Improvement Program sets out a 5-year listing of roadway, bridge, railroad crossing, transportation alternatives, and public transit projects to be funded in part with federal funds.

The Transportation Policy Committee of the DMMPC will take final action to approve, modify all, or a part of, said DMTIP at its meeting on April 17, 2019. The final FY 2020-2024 DMTIP will then be forwarded to the Indiana Department of Transportation (INDOT) for final approval and processing.

Marta Moody, MPO Director
DMMPC

A Request for Public Input (RPI) letter was sent to the people on our transportation participation list. The RPI was as follows:

REQUEST FOR PUBLIC INPUT

PLEASE TAKE NOTICE that the Delaware-Muncie Metropolitan Plan Commission (DMMPC) is requesting public input on the matter of the Fiscal Year (FY) 2020-2024 Delaware-Muncie Transportation Improvement Program (DMTIP) for the Muncie Metropolitan Planning Area from citizens, affected public agencies and jurisdictions, employee representatives of transportation and other affected agencies, private providers of transportation and other interested parties. The Metropolitan Planning Area is comprised of Delaware County excluding Daleville, but including Parker City in Randolph County.

The following meetings are also open to the public for receiving comment on the DMTIP: public meeting in the Commissioners' Conference Room, 2nd floor, Room 200A, Delaware County Building at 4-5 pm on February 6, 2019 and the Technical Advisory Committee, Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana at 11:00 a.m. on Thursday, March 14, 2019. Public comment may also be forwarded to the Plan Commission Office through April 15, 2019 for the FY 2020-2024 DMTIP (DMMPC FAX number: 747-7744). The Transportation Policy Committee is scheduled to act on the DMTIP at its monthly meeting on April 17, 2019.

Specific information on the draft FY 2020-2024 DMTIP document can be reviewed now at the Plan Commission Office, Delaware County Building, Room 206, 100 West Main Street, Muncie, Indiana, 8:30 a.m. to 4:00 p.m., Monday through Friday, 765-747-7740. The draft DMTIP document will be on the Plan Commission page of the county website at www.dmmpc.org and comments may be e-mailed to hsmith@co.delaware.in.us.

Marta Moody
Executive Director

Hugh Smith
Principal Planner

No comments were submitted concerning the FY 2020-2024 DMTIP.