

DELAWARE-MUNCIE
METROPOLITAN
PLAN COMMISSION



MAKING



PROGRESS



HAPPEN

DELAWARE MUNCIE
TRANSPORTATION
IMPROVEMENT
PROGRAM

FY
2022-2025

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April 1, 2021

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DMTIP

Preface

PUBLICATION NOTICE

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

WORK PROGRAM FULFILLMENT

The Fiscal Year 2022-2025 Delaware-Muncie Transportation Improvement Program (DMTIP) fulfills in part Work Element Number 300 of the Delaware-Muncie Metropolitan Plan Commission's Fiscal Year 2021-2022 Unified Planning Work Program. The purpose of this document is to provide a comprehensive program of federally subsidized transportation improvement projects within the Muncie Metropolitan Planning Area.

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION STAFF

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* Responsible for preparation of this report

ACKNOWLEDGMENTS

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Shannon Henry

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Jim Lowe...Vice Chairperson

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Sherry Riggin - County Commissioners
Troy Ingram - City Council
Ryan Ballard - County Council
Dan Flanagan - Yorktown Town Council
represented by Pete Olson
Amanda Price-Clark - Muncie Indiana Transit System
Muncie Mayor Daniel Ridenour
Represented by Brian Stevens-Hotopp
Clark Packer – INDOT
Represented by Nathan Sturdevant
Marta Moody - DMMPC Executive Director

Cheryl McGairk Recording Secretary

Advisors:
Robert Dirks - Federal Highway Admin.
Angie Moyer - County Engineering Dept.
Kylene Swackhamer – DMMPC Planner

TECHNICAL ADVISORY COMMITTEE

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Brian Stevens-Hotopp- Public Works, City of Muncie
Angie Moyer - County Engineering Dept.
Pete Olson - Yorktown Town Manager
Christy Foster - MITS (Transit System)
Chris Palladino - Ball State University
Scott Bailey - INDOT Greenfield District
Cheryl McGairk - DMMPC Planner
Kylene Swackhamer - DMMPC Planner
William Greer - Parker City
Randy Vorhees – Town of Selma
Vacant - Chamber of Commerce

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Town of Eaton Representative
Town of Gaston Representative
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Jason Casteel - INDOT Transit Section
Robert Dirks- Federal Highway Administration
Tom Borchers - Delaware County Surveyor
Tim Baty - Delaware County Airport
Brad Fellers - AT&T
Robert McElheny - American Electric Power
Vacant - Vectren Energy Delivery

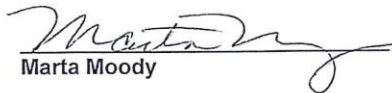
Cheryl McGairk Recording Secretary

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2022**

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Delaware Muncie Metropolitan Plan Commission hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

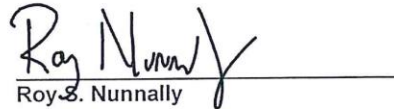
Delaware Muncie Metropolitan
Plan Commission


Marta Moody

Executive Director, Delaware Muncie
Metropolitan Plan Commission
Title

3/29/2021
Date

Indiana Department of Transportation


Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title


3/31/21
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. PLAN NEWS: A quarterly newsletter is produced by the MPO staff and distributed by mail to over 200 individuals and agencies throughout Muncie and Delaware County, Indiana, and is made available to the general public at the MPO office which is located in the Delaware County Building. The newsletter is on the office web page and has articles with summary information

from transportation planning documents and lists a schedule of meetings for the planning process. Distribution of PLAN NEWS will be expanded to include electronic media – email and the website.

3. 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.

4. 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.

5. 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.

6. Individual Mailings: Notices will be mailed/mailed 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. PLAN NEWS Mailing List: The mailing list for PLAN NEWS is updated in December/January of each year to reflect changes in elected officials, appointments to committees, additions to the database, and individual requests.

5. 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, PLAN NEWS, 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. MCCOG: 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

- placing private sector participants on the DMMPC office newsletter, PLAN NEWS, mailing list.

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

- encouragement and promotion of an ideas exchange between private sector participants and the DMMPC staff, and

- 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 every two years by the Delaware-Muncie Metropolitan Plan Commission for two specific reasons:

(1) To develop a document that will guide local officials: (a) in the implementation of 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 *2018-2045 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 2021 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 – 817.3

Rate of fatalities per 100 million miles traveled – 1.006

Number of serious injuries – 3,311.4

Rate of serious injuries per 100 million miles traveled – 4.088

Number of non-motorist fatalities and serious injuries – 393.6

Asset Management:

2021 Percent of Interstate pavements in Good condition – 50.0%

2021 Percent of Interstate pavements in Poor condition – 0.80%

2021 Percent of non-Interstate NHS pavements in Good condition – 40.0%

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

Bridge:

2021 Percent of NHS bridges by deck area classified in Good condition – 47.2%

2021 Percent of NHS bridges by deck area classified in Poor condition – 3.1%

Travel Time Reliability:

2021 Percent of person miles reliable on Interstate – 92.8%

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

2021 Truck travel time reliability index – 1.30

On-Road Mobile Emissions Reductions

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 2022-26 Delaware County Revenue

| Fund | CUMBR | LRS | Wheel Tax |
|--------------|--------------------|---------------------|---------------------|
| 2022 | 1,775,340 | 852,320 | 1,047,355 |
| 2023 | 1,795,755 | 856,040 | 1,052,025 |
| 2024 | 1,816,410 | 859,785 | 1,056,720 |
| 2025 | 1,837,295 | 863,540 | 1,061,430 |
| 2026 | 1,858,425 | 867,315 | 1,066,165 |
| Total | \$9,083,225 | \$ 4,299,000 | \$ 5,283,695 |

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

FY 2022-26 Muncie Revenue

| Fund | LRS | Wheel Tax |
|--------------|---------------------|---------------------|
| 2022 | 970,430 | 1,211,030 |
| 2023 | 974,670 | 1,219,505 |
| 2024 | 978,930 | 1,228,045 |
| 2025 | 983,210 | 1,236,640 |
| 2026 | 987,505 | 1,245,295 |
| Total | \$ 4,894,745 | \$ 6,140,515 |

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

FY 2022-26 Yorktown Revenue

| Fund | LRS | Wheel Tax |
|--------------|-------------------|-------------------|
| 2022 | 140,655 | 178,945 |
| 2023 | 141,270 | 179,740 |
| 2024 | 141,885 | 180,545 |
| 2025 | 142,505 | 181,345 |
| 2026 | 143,130 | 182,155 |
| Total | \$ 709,445 | \$ 902,730 |

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

*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 |
|--------------|------------------|------------------|
| 2022 | 13,500 | 17,310 |
| 2023 | 13,555 | 17,595 |
| 2024 | 13,615 | 17,880 |
| 2025 | 13,675 | 18,175 |
| 2026 | 13,735 | 18,470 |
| Total | \$ 68,080 | \$ 89,400 |

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.

MITS FINANCIAL CAPACITY ASSESSMENT

The DMMPC, in accordance with the requirements of Federal Transit Administration (FTA) Circular 7008.1, made an assessment of the financial capacity of the Muncie Indiana Transit System (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 about 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.

MITS OPERATING EXPENSES FORECAST

| EXPENSE ITEMS | 2021 | 2022 | 2023 | 2024 | 2025 |
|--------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Salaries | \$ 3,278,860 | \$ 3,315,935 | \$ 3,353,430 | \$ 3,391,350 | \$3,429,700 |
| Fringe Benefits | 1,944,085 | 1,998,640 | 2,054,725 | 2,112,385 | 2,171,660 |
| Professional Services | 105,915 | 108,035 | 110,195 | 112,400 | 114,650 |
| Materials & Supplies | 795,215 | 815,000 | 835,280 | 856,065 | 877,365 |
| Utilities | 113,660 | 115,695 | 117,765 | 119,870 | 122,015 |
| Casualty/Liability | 228,775 | 235,920 | 243,285 | 250,880 | 258,715 |
| Machinery&Equipmt | 116,960 | 119,300 | 121,685 | 124,120 | 126,600 |
| Other & Training | 701,755 | 722,405 | 743,185 | 764,070 | 785,395 |
| Total Eligible Expenses | \$ 7,285,225 | \$ 7,430,930 | \$ 7,579,550 | \$ 7,731,140 | \$ 7,886,240 |

MIT'S OPERATING REVENUE FORECAST

| REVENUE ITEMS | 2021 | 2022 | 2023 | 2024 | 2025 |
|------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Local Assistance | \$ 3,835,235 | \$ 3,941,405 | \$ 4,049,700 | \$ 4,160,160 | \$ 4,273,305 |
| State Assistance | 1,473,230 | 1,473,230 | 1,473,230 | 1,473,230 | 1,473,230 |
| Federal FTA Sect. 5307 | 1,976,760 | 2,016,295 | 2,056,620 | 2,097,750 | 2,139,705 |
| Total Revenues | \$ 7,285,225 | \$ 7,430,930 | \$ 7,579,550 | \$ 7,731,140 | \$ 7,886,240 |

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 | 2021 | 2022 | 2023 | 2024 | 2025 |
|--|---------------------|---------------------|---------------------|--------------------|--------------------|
| Beginning Balance (Carryovers) Federal | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Apportion (FTA 5307) | 2,032,245 | 2,052,295 | 2,056,620 | 2,317,750 | 2,775,705 |
| Federal Award (FTA 5339) | 1,464,000 | 976,000 | 1,464,000 | 1,636,000 | 1,620,000 |
| Federal Award (FTA 5310) | | 248,000 | 176,000 | 600,000 | 452,000 |
| Federal (Flex of STBG) | 1,600,000 | | | | |
| Total Federal Funds Available | \$5,096,245 | \$ 3,276,295 | \$ 3,696,620 | \$4,553,750 | \$4,847,705 |
| Operating Expenses | 2,004,245 | 2,016,295 | 2,056,620 | 2,097,750 | 2,139,705 |
| 14 Hybrid-electric buses (3,2,3,3,3) | 1,464,000 | 976,000 | 1,464,000 | 1,620,000 | 1,620,000 |
| 13 Paratransit vans (0,2,2,7,2) | | 176,000 | 176,000 | 600,000 | 452,000 |
| 2 Maintenance Service Truck | 760,000 | | | | |
| 2 Vans: Accessible 24/7 | | 72,000 | | | |
| Passenger Waiting Shelters | | 36,000 | | | 36,000 |
| Replace/renovate Bus Wash | 28,000 | | | | |
| Replace heavy-duty forklift | 40,000 | | | | |
| Transfer Station Renovations | 800,000 | | | | 600,000 |
| Total Projects | \$ 5,096,245 | \$ 3,276,295 | \$ 3,696,620 | \$4,553,750 | \$4,847,705 |
| Ending Balance | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 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 inter-modalism to promote energy and environmental conservation.

- Improve accommodation of non-motorized travel and the elimination of conflict between modes of travel.

- Improve and increase the role of transit services to improve overall transportation system 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 2022-2025*

updated as of June 25, 2024

FY 2022-25 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,

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 2022 is 7/1/21 to 6/30/22.

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 | TE/TA | |
| 2022 | \$ 1,857,200 | 359,185 | 787,256 | 141,311 | \$ 3,144,952 |
| 2023 | 1,806,349 | 359,185 | 787,256 | 141,311 | 3,094,101 |
| 2024 | 1,806,349 | 359,185 | 787,256 | 141,311 | 3,094,101 |
| 2025 | 1,806,349 | 359,185 | 787,256 | 141,311 | 3,094,101 |
| Total | \$ 7,276,247 | \$1,436,740 | \$3,149,024 | \$ 565,244 | \$ 12,427,255 |

| Fiscal Year | Programmed | | | | Total |
|--------------|---------------------|-------------|---------------------|-------------|----------------------|
| | STBG | HSIP | CMAQ | TE/TA | |
| 2022 | \$ 1,929,375 | 0 | 1,215,000 | 0 | \$ 3,144,375 |
| 2023 | \$ 2,807,779 | 0 | 0 | 0 | \$ 2,807,779 |
| 2024 | \$ 2,969,600 | 0 | 0 | 0 | \$ 2,969,600 |
| 2025 | \$ 2,610,000 | 0 | 0 | 0 | \$ 2,610,000 |
| Total | \$ 5,178,975 | \$ 0 | \$ 1,215,000 | \$ 0 | \$ 11,531,754 |

TRANSPORTATION IMPROVEMENT PROGRAM - LOCAL URBAN PROJECTS

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

“Prev” is pre-FY 2022 figures from the previous DMTIP.

| PROJECT NUMBER | PROJECT TYPE | PROJECT DESCRIPTION | PHASE | COST | FUND CODE | State Fiscal Year | Est. Cost to Complete Totals |
|---|--------------------------|--|-------|-------------------|-----------|-------------------|--|
| Des#1700678 Yorktown R40329 | Roundabout | River Road at Nebo Road and approaches: new roundabout. | PE | 240,000 | CMAQ | Prev. | <u>\$ 1,893,750</u> PE: 300,000 RW: 75,000 CN: 1,518,750 |
| | | | " | <u>60,000</u> | Local | Prev. | |
| | | | RW | 60,000 | CMAQ | Prev. | |
| | | | " | <u>15,000</u> | Local | Prev. | |
| | | | 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 | Prev. | <u>\$ 1,714,400</u> PE: 299,400 RW: 65,000 CN: 1,800,000 CE: 225,000 |
| | | | " | <u>59,880</u> | CBR | Prev. | |
| | | | RW | 52,000 | STBG | Prev. | |
| | | | " | <u>13,000</u> | CBR | Prev. | |
| | | | CN/CE | 1,550,000 | STBG | 2022 | |
| | | | " | <u>325,000</u> | CBR | 2022 | |
| | | | CN/CE | 70,000 | STBG | 2022 | |
| | | | " | 17,500 | CBR | 2022 | |
| Des#1900774 City of Muncie R-42202 | Bicycle Pedestrian | Kitselman Trail Phase 3: bicycle/pedestrian trail work on west side of White River. *Project supports CMAQ emissions targets. | PE | 272,780 | STBG | Prev. | <u>\$ 4,565,416</u> PE: 118,300 CN: 3,971,000 CE: 476,116 |
| | | | PE | <u>68,195</u> | Local | Prev. | |
| | | | PE | 24,640 | STBG | 2022 | |
| | | | PE | <u>6,160</u> | Local | 2022 | |
| | | | PE | 70,000 | STBG | 2024 | |
| | | | PE | <u>17,500</u> | STBG | 2024 | |
| | | | CN | 3,072,580 | STP 3 | 2025 | |
| | | | CN | <u>898,420</u> | Local | 2025 | |
| | | | CE | 376,800 | STP 3 | 2025 | |
| | | | CE | <u>99,316</u> | Local | 2025 | |
| Des#2101674 DMMPC | UPWP Planning Activities | FY 2023-2024 Unified Planning Work Program: planning activities – Previous 2021 funds incorporated into FY 2023 funding | PE | 249,425 | PL/5303 | Prev. | Total: <u>\$ 1,173,058.84</u> |
| | | | " | 396,095.87 | STBG | Prev. | |
| | | | " | <u>161,379.97</u> | Local | Prev. | |
| | | | " | 292,926 | PL/5303 | 2023 | |
| | | | " | 73,232 | Local | 2023 | |
| Des#2100088 Delaware County B-43596 | Bridge Rehabilitation | Bridge #193, Memorial Drive over White River 920 ft W of Muncie Bypass: replace super-structure and deck. | PE | 108,625 | STBG | Prev. | <u>\$ 5,149,400</u> PE: 343,900 RW: 10,000 CN: 4,170,000 CE: 625,500 |
| | | | " | <u>27,156</u> | CBR | Prev. | |
| | | | PE | 131,375 | STBG | 2022 | |
| | | | " | <u>32,844</u> | CBR | 2022 | |
| | | | PE | 35,120 | STBG | 2023 | |
| | | | " | <u>8,780</u> | CBR | 2023 | |
| | | | RW | 8,000 | STBG | 2022 | |
| | | | " | <u>2,000</u> | CBR | 2022 | |
| | | | CN | 3,336,000 | STBG | 2025 | |
| | | | " | <u>834,000</u> | CBR | 2025 | |
| | | | CE | 500,400 | STBG | 2025 | |
| " | <u>125,100</u> | CBR | 2025 | | | | |
| Des#2003045 City of Muncie | Preventative Maintenance | Tillotson Avenue from Kilgore Avenue to McGalliard Road: HMA Overlay. AQC Exempt 7/22/2022 *Project supports Safety targets. | PE | 369,600 | STP 3 | 2022 | <u>\$ 3,415,508</u> PE: 636,508 RW: 120,000 CN: 2,659,000 |
| | | | " | 139,606 | STBG | 2022 | |
| | | | " | <u>127,302</u> | Local | 2022 | |
| | | | RW | 96,000 | STP 3 | 2025 | |
| | | | " | 24,000 | Local | 2025 | |

| | | | | | | | |
|---|-----------------------------|---|-----------|------------------|--------------|-------------|--|
| Des# <u>2003046</u> City of Muncie | Preventative Maintenance | McGalliard Road from Tillotson Avenue to Wheeling Avenue: HMA Overlay. AQC Exempt 7/22/2022 *Project supports Safety targets. | PE | 174,298 | STP 3 | 2022 | \$ <u>2,290,130</u> PE: 217,873 CN: 1,925,257 CE: 147,000 |
| | | | <u>PE</u> | <u>43,575</u> | <u>Local</u> | <u>2022</u> | |
| | | | CN | 791,200 | STP 3 | 2025 | |
| | | | <u>CN</u> | <u>1,134,057</u> | <u>Local</u> | <u>2025</u> | |
| | | | CE | 117,600 | STP 3 | 2025 | |
| | | | <u>CE</u> | <u>29,400</u> | <u>Local</u> | <u>2025</u> | |
| Des # <u>2003048</u> City of Muncie | Preventative Maintenance | McGalliard Road from Granville Avenue to Muncie Bypass: HMA Overlay. AQC Exempt 7/22/2022 *Project supports Safety targets. | PE | 254,500 | STP 3 | 2022 | \$ <u>2,345,100</u> PE: 318,100 RW: 16,000 CN: 2,011,000 |
| | | | " | <u>63,600</u> | <u>Local</u> | <u>2022</u> | |
| | | | RW | 12,800 | STP 3 | 2024 | |
| | | | " | 3,200 | Local | 2024 | |

**TRANSPORTATION IMPROVEMENT PROGRAM
RURAL BRIDGE, RURAL STP & SAFETY
FISCAL YEARS 2022 THRU 2025**

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. #1500279 Delaware Co. | BRIDGE RE-INSPECTION | Delaware County Reinspection Study & Report Phase I, Phase IA, Phase II, Phase IIA | PE " | 24,710 6,178 | BRZ CBR | 2022 2022 | \$ 541,114 Prev: 510,226 PE22: 30,888 |
| Des. #2100143 Delaware Co. | BRIDGE RE-INSPECTION | Delaware County Reinspection Study & Report. | PE " PE " PE " | 181,338.63 45,334.66 49,586.54 12,396.63 177,041.42 44,260.36 | BRZ CBR BRZ CBR BRZ CBR | 2023 2023 2024 2024 2025 2025 | \$ 509,958.24 PE: 509,958.24 |
| Des. #2003023 Delaware Co. B-43711 | BRIDGE REPLACEMENT | BR#112, CR 600S over Williams Creek, 0.60 miles west of CR 300W. | PE PE PE PE RW RW | 180,000 45,000 24,300 6,075 16,000 4,000 | BRZ CBR BRZ CBR BRZ CBR | 2022 2022 2025 2025 2025 2025 | \$ 1,700,000 PE: 255,375 RW: 20,000 CN: 1,455,000 |
| Des#2101735 Delaware Co. B-44268 | Bridge Rehabilitation | Bridge #30, Eaton-Albany Pike over Rees Ditch between Pine Street and CR 350 E – Union Township. | PE " RW " CN " CE " | 168,000 42,000 16,000 4,000 704,000 176,000 96,000 24,000 | BRZ CBR BRZ CBR BRZ CBR BRZ CBR | 2023 2023 2025 2025 Future Future Future Future | \$ 1,230,000 PE: 210,000 RW: 20,000 CN: 880,000 CE: 120,000 |
| Des#2101736 Delaware Co. B-44269 | Bridge Rehabilitation | Bridge #51, McGalliard Rd/ CR 200 N at Killbuck Creek between CR 950 W and Lee Pitt Rd. | PE " RW " CN " CE " | 172,000 43,000 24,000 6,000 960,000 240,000 116,000 29,000 | BRZ CBR BRZ CBR BRZ CBR BRZ CBR | 2023 2023 2025 2025 Future Future Future Future | \$ 1,590,000 PE: 215,000 RW: 30,000 CN: 1,200,000 CE: 145,000 |
| Des #2201635 Delaware Co. B-44850 | Bridge Replacement | Bridge #75, Shaffer Rd @ Killbuck Creek between Sunvalley Parkway and Pineview Drive Air Quality Exempt 10/3/23 | PE " RW " CN " CE " | 387,988 96,997 57,600 14,400 1,416,000 354,000 204,000 51,000 | BRZ CBR BRZ CBR BRZ CBR BRZ CBR | 2024 2024 Future Future Future Future Future Future | \$ 2,581,985 PE: 484,985 RW: 72,000 CN: 1,770,000 CE: 255,000 |

INDOT PROJECT SHEET - ROAD AND OTHER PROJECTS MOST COMMONLY USED FUND CODES
INSTIP WORK PROGRAM FY 2022-2025 906> State Funds, STP> Surface Transpo. Program (Federal),
STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS FY 2022 THRU 2025

| DES. NO. | PROGRAM | DESCRIPTION | PHASE | COST | FUND CODE | Fiscal Year | Est. Cost to Complete/ Totals |
|------------------|--------------------------------|--|--------------------|---|------------------------------|------------------------------|---|
| 1600783 INDOT | Preventative Maintenance | SR 28 from SR 67 to 0.79 miles east of SR 67: reconstruction. | CN CN | 3,944,563 986,141 | STP State | 2023 2023 | \$ <u>4,930,704</u> CN: 4,930,704 |
| 1601927 INDOT | Bridge Program | SR 332 over Pleasant Run Creek, 1.39 miles E of I-69: pipe lining bridge rehabilitation. | CN " | 374,700 93,675 | STP State | 2023 2023 | \$ <u>468,375</u> CN: 468,375 |
| 1601944 INDOT | Bridge Program | SR 332, 2.099 miles east of I-69: bridge rehabilitation or repair | CN " | 628,837.60 157,209.40 | STP State | 2023 2023 | \$ <u>786,047</u> CN: 786,047 |
| 1701336 INDOT | Bridge Program | SR 28/67 over Mississinewa River: bridge replacement. | CN " | 3,858,239 964,560 | STP State | 2023 2023 | \$ <u>4,822,799</u> CN: 4,822,799 |
| 1702884 INDOT | Small Structures & Drains | SR 3, 5.86 miles north of SR 28: pipe lining. | RW " CN " | 8,000 <u>2,000</u> 224,178 56,045 | STP State STP State | 2022 2022 2023 2023 | \$ <u>290,223</u> RW: 10,000 CN: 280,223 |
| 1702886 INDOT | Small Structures & Drains | US 35, 1.61 miles north of SR 32: pipe lining. | RW " CN " | 8,000 <u>2,000</u> 183,014 45,754 | NHS State NHS State | 2022 2022 2023 2023 | \$ <u>238,768</u> RW: 10,000 CN: 228,768 |
| 1702897 INDOT | Bridge Program | SR 3, 6.54 mi. N of US 36: small structure pipe lining. | RW " CN " | 12,000 <u>3,000</u> 172,364 43,091 | NHS State NHS State | 2022 2022 2023 2023 | \$ <u>230,455</u> RW: 15,000 CN: 215,455 |
| 1702982 INDOT | Intersection Improvement | US 35 at McGalliard Road: intersection improvements with added turn lanes. | CN " | 193,500 21,500 | NHS State | 2023 2023 | \$ <u>215,000</u> CN: 215,000 |
| 1800334 INDOT | Bridge Rehabilitation | State-SR28 over Halfway Creek: bridge deck overlay. | CN " | 93,236 23,309 | STP State | 2023 2023 | \$ <u>116,545</u> CN: 116,545 |
| 1800685 INDOT | ITS Traffic Management Systems | I69 CCTV DMS from 2.1 miles S of SR 109 to the Delaware/ Grant County Line, 3.5 miles S | PE " CN " | 234,594 <u>26,066</u> 3,051,189 339,021 | STP State STP State | 2023 2023 2025 2025 | \$ <u>3,650,870</u> PE: 260,660 CN: 3,390,210 |
| 1802055 INDOT | Safety Sign Install & Repair | State highway for various locations in Greenfield District. | CN " | 122,400 13,600 | HSIP State | 2022 2022 | \$ <u>136,000</u> |
| 1802056 INDOT | Safety Sign Install & Repair | US 35 from Richmond to Muncie, IN.. | CN " | 66,600 7,400 | HSIP State | 2022 2022 | \$ <u>74,000</u> |
| 1802059 INDOT | Auxiliary Lanes RIRO | US 35 at Riggin Road: Right-In / Right-Out conversion. AQC Exempt 10/22/2019 TPC Resolution 19-19. | CN " | 49,500 5,500 | HSIP State | 2022 2022 | \$ <u>55,000</u> CN: 55,000 |
| 1802826 INDOT | Other Type Miscellaneous | Various locations statewide for on-call consultant review. | PE " PE " | 2,400,000 <u>600,000</u> 2,400,000 600,000 | STP State STP State | 2022 2022 2023 2023 | \$ <u>6,000,000</u> PE3: 3,000,000 PE4: 3,000,000 |

| | | | | | | | |
|-----------------------------|---|--|-------------------------|---|--------------------------------|--|--|
| 1900132 INDOT B-42318 | Bridge Rehabilitation | I-69 NB over Killbuck Creek, 0.93 miles N of SR 332: replace superstructures. (Air Quality Conformity exempt status 10/30/23) | PE " CN " - | 21,780 <u>2,420</u> 4,775,373 <u>530,597</u> | NHPP State NHPP State | 2024 <u>2024</u> 2024 <u>2024</u> | \$ <u>5,919,722</u> PE: 24,200 CN: 5,305,970 |
| 1900133 INDOT B-42318 | Bridge Rehabilitation | I-69 SB over Killbuck Creek, 0.93 miles N of SR 332: replace superstructures (Air Quality Conformity exempt status 10/30/23) | CN " - | 2,182,381 <u>242,487</u> | NHPP State | 2024 <u>2024</u> | \$ <u>2,424,868</u> CN: 2,424,868 |
| 1900147 INDOT | Safety Intersection Improvement | US 35 at CR 300 S: intersection improvements with added turn lanes. (Air Quality Conformity exempt status 10/30/23) | CN " - | 813,940 <u>90,438</u> | HSIP State | 2024 2024 | \$ <u>904,378</u> CN: 904,378 |
| 1900148 INDOT R-42710 | Access Control Safety | SR 332 at Morrison Road: safety improvements for access control, traffic signal visibility improvements (Air Quality Conformity exempt status 10/30/23) | CN " - | 22,273 <u>2,475</u> | HSIP State | 2024 <u>2024</u> | \$ <u>24,748</u> CN: 24,748 |
| 1900151 INDOT R42709 | Access Control Safety | SR 32 at Nebo Road: safety improvements for access control. (Air Quality Conformity exempt status 10/30/23) | RW " CN " | 18,000 <u>2,000</u> 356,019 39,558 | HSIP State HSIP State | 2022 <u>2022</u> 2024 2024 | \$ <u>415,577</u> RW: 20,000 CN: 395,577 |
| 1902737 INDOT R-44136 | Small Structures & Drains | Various Small Structure Pipes: US 31, SR 32, SR 13, SR 9 (Air Quality Conformity exempt status 10/30/23) | PE " CN " - | | | 2024 <u>2024</u> 2024 <u>2024</u> | \$ <u>852,382</u> PE: 64,000 CN: 788,382 |
| 2000033 INDOT | Guard Rail Attenuators, New or Modernize | Various Locations in the Greenfield District (Air Quality Conformity exempt status 12/16/22) | CN " | 4,813,200 534,800 | NHS State | 2023 2023 | \$ <u>5,348,000</u> CN: 5,348,000 |
| 2000582 INDOT R-43065 | Preventative Maintenance | SR 32 from US 35 east 3.93 miles to Selma: HMA overlay (Air Quality Conformity exempt status 12/5/22) | CN " | 2,502,646 625,662 | NHS State | 2023 2023 | \$ <u>3,128,308</u> CN: 3,128,308 |
| 2000594 INDOT R-42710 | Preventative Maintenance | SR 332 from I-69 to 7.65 miles E of I-69: HMA Overlay paving & safety upgrades. (Air Quality Conformity exempt status 10/30/23) | RW " CN " | 12,000 <u>3,000</u> 6,768,262 1,692,066 | STP State STP State | 2022 <u>2022</u> 2024 <u>2024</u> | \$ <u>8,475,328</u> PE: 15,000 CN: 8,460,328 |
| 2001161 INDOT R43038 | Preventative Maintenance | SR 32 from Perdieu Rd-250W to US 35: HMA Overlay paving & safety upgrades. | CN " | 3,886,581 971,645 | STP State | 2023 2023 | \$ <u>4,858,226</u> CN: 4,858,226 |
| 2001565 INDOT | Safety | SR 32 from Perdieu-250W to US 35: construct ADA approved sidewalk ramps. | CN " | 1,497,847 166,427 | HSIP State | 2023 2023 | \$ <u>1,664,274</u> CN: 1,664,274 |

| | | | | | | | |
|--|---|--|-------------------------------|---|--|---|--|
| 2001870 INDOT B-43498 | Bridge Small Structures & Drains | SR 67: approximately 2,000 feet W of SR 3, Structure Lat/Long (40.1424362476164, 85.3823623717132) (Air Quality Conformity exempt status 10/30/23 and 3/21/24) | CN CN | 155,740 38,935 | NHPP State | 2025 2025 | CN: 194,675 |
| 2001880 INDOT | Preventative Maintenance | Old SR 67 from 0.09 mi W of I-69 to I-69/SR 67: HMA Overlay paving. | CN " | 88,454 22,113 | STP State | 2025 2025 | \$ 110,567 CN: 110,567 |
| 2001883 INDOT R-44136 | Small Structures & Drains | SR 67 at intersection with Old SR 67 (Air Quality Conformity exempt status 10/30/23) | CN " | 108,352 27,088 | NHPP State | 2024 2024 | \$ 135,440 CN: 135,440 |
| 2001926 INDOT | Preventative Maintenance | SR 28 from SR 9 to I-69: HMA Overlay paving, structural. | CN " | 3,051,644 762,911 | STP State | 2025 2025 | \$ 3,814,555 CN: 3,814,555 |
| 2001991 (NB) 2001992 (SB) INDOT B-43492 | Bridge Program | US 35 NB & SB bridges over Cardinal Greenway, 2.25 mi. S of SR 32: bridge painting (Air Quality Conformity exempt status 8/17/22) | PE " CN " CN " | 881,840 <u>220,460</u> 242,825 <u>60,706</u> 242,825 <u>60,706</u> | NHS State NHPP State NHPP State | 2023 <u>2023</u> 2025 <u>2025</u> 2025 <u>2025</u> | \$ 1,709,362 PE: 1,102,300 CN: 607,062 |
| 2002061 INDOT B-43492 | Bridge Program | SR 67 NB bridges over SR 3, 1.30 miles S of US 35: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN " CN " | 242,825 <u>60,706</u> 16,000 <u>4,000</u> | STP State STP State | 2025 <u>2025</u> 2025 <u>2025</u> | \$ 323,531 CN: 323,531 |
| 2002062 INDOT B-43492 | Bridge Program | SR 67 SB bridges over SR 3, 1.30 miles S of US 35: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN " CN " | 242,825 <u>60,706</u> 16,000 <u>4,000</u> | STP State STP State | 2025 <u>2025</u> 2025 <u>2025</u> | \$ 323,531 CN: 323,531 |
| 2002269 INDOT B-43539 | Small Struc- tures & Drains | I-69 structure 6.670 mi. N of SR 32. | CN " | 558,900 62,100 | NHPP State | 2025 2025 | \$ 621,000 CN: 621,000 |
| 2002270 INDOT B-43539 | Small Struc- tures & Drains | I-69 structure 0.185 mi. N of SR 332. | CN " | 477,900 53,100 | NHPP State | 2025 2025 | \$ 531,000 CN: 531,000 |
| 2002318 INDOT 43498 | Bridge Small Struc- tures & Drains | US 35, 843 ft. E of SR 3: Install new small structure. (AQC exempt status 3/21/24) | CN CN | 144,000 <u>32,000</u> | NHS State | 2025 2025 | CN: 176,000 |
| 2002337 INDOT R-43629 | Roadway Drainage Ditch Correction | I-69, 0.12 miles N of SR 32 to 0.41 miles S of SR 26 (AQC exempt status 3/21/24) | CN CN | 1,758,425 <u>195,381</u> | NHS State | 2025 2025 | CN: 1,953,806 |

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|-----------------------------|--|--|------------------------------------|--|---|---|--|
| 2002338 INDOT B-43523 | Bridge Small Structures/ Drains | District Small Structure/Drains: Small pipes on SR 1, SR 26, SR 67, SR 27, US 35, US 36 (AQC exempt status 3/21/24) | PE <u>PE</u> CN <u>CN</u> | 19,065 <u>4,766</u> 1,766,662 <u>441,665</u> | STP <u>State</u> STP <u>State</u> | 2024 <u>2024</u> 2024 <u>2024</u> | \$ <u>3,129,468</u> PE: 23,831 CN: 2,208,327 |
| 2002353 INDOT B-43539 | Small Structures & Drains | US 35 structure 0.103 mi. N of SR 32. | CN " | 328,545 82,136 | NHPP State | 2025 2025 | \$ <u>410,681</u> CN: 410,681 |
| 2002414 INDOT | Bridge Program | SR 32 Bridge over Shoemaker Ditch, 02.29 E I-69: sub-structure repair & rehab. | CN " | 168,360 42,090 | STP State | 2024 2024 | \$ <u>210,450</u> CN: 210,450 |
| 2002415 INDOT | Safety Program | Kilgore-SR 32 at Batavia, Tillotson, and Perdieu-250W: signal modernizations. | CN " | 1,890,000 210,000 | HSIP State | 2023 2023 | \$ <u>2,669,600</u> PE: 569,600 CN: 2,100,000 |
| 2003080 INDOT R-43887 | Safety Intersection Improvement | SR 3 at Eaton-Wheeling Pike and Indiana Avenue: Roundabout (Air Quality Conformity exempt status 8/17/22, 11/15/23) | PE " RW " CN " | 575,691 <u>143,923</u> 111,840 <u>27,960</u> 1,613,618 <u>403,404</u> | HSIP <u>State</u> HSIP <u>State</u> HSIP <u>State</u> Future <u>Future</u> | 2024 <u>2024</u> 2024 <u>2024</u> Future <u>Future</u> | \$ <u>2,876,436</u> PE: 719,614 RW: 139,800 CN: 2,017,022 |
| 2100211 INDOT | HMA Overlay, Preventative Maintenance | SR 67 from I-69 to 3.76 mile W of SR 3 (CR 400 S) (Air Quality Conformity exempt status 12/5/22) | PE " <u>CN</u> | 320,000 <u>80,000</u> | NHS <u>State</u> | 2023 <u>2023</u> Future | \$ <u>400,000</u> PE: 400,000 |
| 2100776 INDOT R-43887 | Small Structures & Drains | SR 3, 0.42 miles N of US 35/SR 28: small structure replacement (Air Quality Conformity exempt status 10/30/23, 11/15/23) | PE " RW " CN " | | | 2024 <u>2024</u> 2024 <u>2024</u> Future <u>Future</u> | \$ <u>320,000</u> PE: 300,000 RW: 20,000 CN: 660,904 |
| 2100849 INDOT B-43492 | Bridge Program | US 35, SR 3, 2.60 miles S of SR 32: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN " | | | 2025 <u>2025</u> | \$ <u>275,000</u> CN: 275,000 |
| 2100850 INDOT B-43492 | Bridge Program | SR 3, 2.60 miles S SR 32: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN " | | | 2025 <u>2025</u> | \$ <u>275,000</u> CN: 275,000 |
| 2100851 INDOT B-43492 | Bridge Program | US 35, bridge over Memorial Dr/12 th St, 1.01 miles S SR 32: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN " | | | 2025 <u>2025</u> | \$ <u>250,000</u> CN: 250,000 |
| 2100852 INDOT B-43492 | Bridge Program | US 35 SB, bridge over Memorial Dr/12 th ST, 10.4 miles S SR 32: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN " | | | 2025 <u>2025</u> | \$ <u>250,000</u> CN: 250,000 |

| | | | | | | | |
|-----------------------------|-------------------|--|-------------------------|--|--|--|----------------------------------|
| 2100853 INDOT B-43492 | Bridge Program | US 35 NB, bridge over CSX RR, 0.10 miles S SR 32: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ CN “ - | | | 2025 <u>2025</u> 2025 <u>2025</u> | \$ <u>130,000</u> CN: 130,000 |
| 2100854 INDOT B-43492 | Bridge Program | US 35 SB, bridge over CSX RR, 0.10 miles S SR 32: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ CN “ - | | | 2025 <u>2025</u> 2025 <u>2025</u> | \$ <u>130,000</u> CN: 130,000 |
| 2100855 INDOT B-43492 | Bridge Program | US 35 NB, bridge over SR 32 EB/WB, 3.51 miles S SR 67: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ - | | | 2025 <u>2025</u> | \$ <u>120,000</u> CN: 120,000 |
| 2100856 INDOT B-43492 | Bridge Program | US 35 SB, bridge over SR 32 EB/WB, 3.51 miles S SR 67: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ - | | | 2025 <u>2025</u> | \$ <u>120,000</u> CN: 120,000 |
| 2100857 INDOT B-43492 | Bridge Program | US 35 NB, bridge over N & S RR, 1.39 miles N SR 32: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ CN “ - | | | 2025 <u>2025</u> 2025 <u>2025</u> | \$ <u>130,000</u> CN: 130,000 |
| 2100858 INDOT B-43492 | Bridge Program | US 35 SB, bridge over N & S RR, 1.39 miles N SR 32: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ CN “ - | | | 2025 <u>2025</u> 2025 <u>2025</u> | \$ <u>130,000</u> CN: 130,000 |
| 2100859 INDOT B-43492 | Bridge Program | US 35 NB, bridge over SR 67/N Broadway: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ - | | | 2025 <u>2025</u> | \$ <u>120,000</u> CN: 120,000 |
| 2100860 INDOT B-43492 | Bridge Program | US 35 SB, bridge over SR 67/N Broadway: Substructure Repair and Rehabilitation (Air Quality Conformity exempt status 10/30/23) | CN “ - | | | 2025 <u>2025</u> | \$ <u>120,000</u> CN: 120,000 |
| 2100861 INDOT B-43492 | Bridge Program | US 35 2.26 miles S SR 28: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN “ CN “ - | | | 2025 <u>2025</u> 2025 <u>2025</u> | \$ <u>410,000</u> CN: 410,000 |
| 2100862 INDOT B-43492 | Bridge Program | US 35 2.26 miles S SR 28: bridge painting (Air Quality Conformity exempt status 10/30/23) | CN “ CN “ - | | | 2025 <u>2025</u> 2025 <u>2025</u> | \$ <u>410,000</u> CN: 410,000 |

| | | | | | | | |
|-----------------------------|--|---|----------------------------|---|--|--|---|
| 2101108 INDOT T-43715 | Safety Traffic Signals Modernization | Various locations (AQC exempt status 3/21/24) | RW RW CN CN | 198,000 22,000 3,237,058 359,673 | | 2024 2024 2024 2024 | \$ 5,123,895 RW: 220,000 CN: 3,596,731 |
| 2200061 INDOT R-44581 | Safety Intersection Improvement, Roundabout | SR 32 at Madison Street (Air Quality Conformity exempt status 12/5/22) | PE " RW CN | 755,680 188,920 240,077 60,019 | STP State STP State | 2024 2024 2024 2024 Future | \$ 752,416 PE: 944,600 RW: 300,096 |
| 2200062 INDOT | Safety Intersection Improvement, Roundabout | SR 32 at Hackley St (Air Quality Conformity exempt status 12/5/22) | PE " RW CN | 474,880 59,360 32,000 8,000 | STP State STP State | 2024 2024 2025 2025 Future | \$ 382,394 PE: 593,600 RW: 40,000 |
| 2200063 INDOT R-44581 | Safety Intersection Improvement, Roundabout | SR 32 at Ohio Ave. (Jackson St only) (Air Quality Conformity exempt status 12/5/22) | PE " RW CN | 0 0 60,000 15,000 | STP State STP State | 2024 2024 2025 2025 Future | \$ 75,000 PE: 0 RW: 75,000 |
| 2200478 INDOT | Safety ITS Traveller Information Systems | Various Statewide Dynamic Message Sign Upgrade to Full Color Matrix LED Display (Air Quality Conformity exempt status 12/5/22) | PE " CN " | 40,000 10,000 12,000,000 3,000,000 | NHS State NHS State | 2023 2023 Future Future | \$ 15,050,000 PE: 50,000 CN: 15,000,000 |
| 2200790 INDOT | Bridge Deck Replacement | I-69 Bridge over N&S RR, CR 251 (Air Quality Conformity exempt status 12/5/22, 11/15/23) | PE " CN " | 464,146 116,036 2,320,728 580,182 | NHPP State NHPP State | 2024 2024 Future Future | \$ 3,481,092 PE: 580,182 CN: 2,900,910 |
| 2200791 INDOT B-44566 | Bridge Deck Replacement | I-69 Bridge over N&S RR, CR 251, 0.66 miles N SR 332 (Air Quality Conformity exempt status 12/5/22, 11/15/23) | PE " CN CN " | 464,146 116,036 2,320,728 580,182 | NHPP State NHPP State | 2024 2024 Future Future | \$ 3,481,092 PE: 580,182 CN: 2,900,910 |
| 2201247 INDOT T-44741 | Safety Repair or Replace Lighting | Various Statewide Highmast Tower Lighting Replacement at various interchanges (Air Quality Conformity exempt status 12/5/22) | PE " CN | 582,400 145,600 | NHS State | 2024 2024 Future | \$ 728,000 PE: 728,000 |
| 2201265 INDOT T-44750 | Safety Install New Cable Rail Barriers | At SR 3 to US 35 at SR (3.53 miles((AQC exempt status 3/21/24) | PE PE | 144,000 16,000 | | 2024 2024 | PE: 160,000 |
| 2300274 INDOT | Other Type Project - Miscellaneous | Electric vehicle charging infrastructure at various locations along Indiana Interstates (AQC exempt status 5/11/23) | CN CN CN CN CN | \$16,972,536 \$4,243,134 \$16,972,550 \$4,243,137 \$16,972,585 \$4,243,146 | STP State STP State STP State | 2024 2024 2025 2025 2026 2026 | \$ 63,647,088 CN: \$63,647,088 |

| | | | | | | | |
|-----------------------------|--|--|-----------------------------|---|--|--|---|
| 2300671 INDOT | Other (Miscellaneous) | Protect Program Development for Infrastructure Investment & Jobs Act (AQC exempt status 9/25/23) | PE <u>PE</u> | 400,000 <u>100,000</u> | STBG <u>State</u> | 2024 <u>2024</u> | PE: 500,000 |
| 2301079 INDOT R-45195 | Safety Intersection Improvement/ Roundabout | US 35 at CR 300 S (0.26 mile) (AQC exempt status 2/7/24) | PE <u>PE</u> | 488,700 <u>54,300</u> | HSIP <u>State</u> | 2025 <u>2025</u> | PE: 543,000 |
| 2301081 INDOT R-45182 | Safety Other Intersection Improvement | SR 3 at CR 700 S, (0.41 mile) (AQC exempt status 3/21/24) | PE <u>PE</u> CN CN | 521,577 <u>57,953</u> 1,798,236 <u>199,804</u> | NHS <u>State</u> NHS <u>State</u> | 2025 <u>2025</u> Future <u>Future</u> | \$ <u>2,577,570</u> PE: 579,530 CN: 1,998,040 |
| 2301082 INDOT R-45183 | Safety Intersection Improvement/ Other | SR 67 at CR 400 S (0.5 mile) (AQC exempt status 2/7/24 and 3/21/24) | PE <u>PE</u> | 421,600 <u>105,400</u> | STP <u>State</u> | 2025 <u>2025</u> | PE: 527,000 |
| 2301137 INDOT R-45154 | Roadway | HMA Overlay, Minor Structural, I-69, 0.08 mile S of US 35/SR 28 to 0.41 mile S of SR 26 (7.183 miles) (AQC exempt status 2/7/24) | PE <u>PE</u> | 43,062,286 <u>4,784,698</u> | HSIP <u>State</u> | 2025 <u>2025</u> | PE: 47,846,984 |
| 2301266 INDOT T-45200 | Safety Traffic Signals, New or Modernized | Various locations (AQC exempt status 3/21/24) | PE <u>PE</u> | 540,000 <u>60,000</u> | | 2024 <u>2024</u> | PE: 600,000 |
| 2301312 INDOT T-45255 | Safety | Raised Pavement Markings, Refurbished, Various Locations | PE <u>PE</u> CN CN | 117,000 <u>13,000</u> 547,405 <u>60,823</u> | HSIP <u>State</u> HSIP <u>State</u> | 2024 <u>2024</u> 2025 <u>2025</u> | \$ <u>738,228</u> PE: 130,000 CN: 608,228 |
| 2301593 INDOT T-45200 | Safety Traffic Signals, New or Modernized | Various locations (AQC exempt status 3/21/24) | PE <u>PE</u> | 225,000 <u>25,000</u> | | 2024 <u>2024</u> | PE: 250,000 |

**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 12 Hybrid-electric Buses: MITS has grants toward purchasing two (2) buses in FY 2022, three (3) buses in FY 2023, four (4) in FY 2024, and three (3) buses in FY 2025. These buses are heavy-duty buses. This project is on the Equipment Replacement Schedule.

3. Purchase of up to 13 MITS Plus transit vans: MITS will purchase up to two (2) transit vans in FY 2022, two (2) transit vans in FY 2023, seven (7) transit vans in FY 2024, and two (2) transit vans in FY 2025 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. Purchase of two (2) replacement maintenance service trucks: 1 in each of FY 2022 and FY 2025.

5. Purchase of two (2) transit vans in FY 2022 for Accessible 24/7 Transportation Service.

6. Purchase & installation of passenger waiting shelters in FY 2024.

7. Replace/renovate bus wash in FY 2024.

8. Replace heavy-duty forklift in FY 2024.

9. MITS Transfer Station Renovations (roof, lanes, RR) in FY 2025.

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 ID # (Formerly 1900548) | PROJECT TYPE | PROJECT DESCRIPTION | PHASE | COST | FUND CODE | FY / Total Cost |
|---|----------------------|--|--------------|-------------------------------------|------------------------|--------------------------|
| MUN-22-001 | Operating Assistance | FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2022. (Conformity finding with Original 2022 TIP on June 17, 2021) | Operating | 2,972,012 1,488,830 4,455,194 | FTA5307 PMTF PTC | <u>2022</u> 8,916,036 |
| MUN-22-002 | ROLLING STOCK | Purchase of up to two (2) replacement buses in FY 2022 for fixed route service. (Conformity finding with Original TIP on June 17, 2021) | Purchase | 1,117,851 403,016 | FTA5339 PTC | <u>2022</u> 1,520,867 |
| MUN-22-003 | OTHER | Purchase and installation of passenger waiting shelters. (exempt project confirmation on June 10-11, 2020) | Purchase | 30,059 7,515 | STBG PTC | <u>2022</u> 37,574 |

| | | | | | | |
|---|----------------------|--|--------------|--------------------------------------|------------------------|--------------------------|
| MUN-22-004 | SUPPORT EQUIPMENT | Purchase of up to two (2) accessible replacement supervisor vehicles with cameras. (exempt project confirmation as of June 17, 2022) | Purchase | 129,100 | FTA5310 | <u>2022</u> 129,100 |
| MUN-22-005 | ROLLING STOCK | Purchase of up to three (3) replacement transit vans for accessible 24/7 service. (exempt project confirmation as of June 17, 2022) | Purchase | 186,200 | FTA5310 | <u>2022</u> 186,200 |
| MUN-22-006 | OTHER | Technology updates for paratransit service (map upgrades, delegate module, passenger notifications & on-line portal). (exempt project confirmation as of June 17, 2022) | Purchase | 47,500 | FTA5310 | <u>2022</u> 47,500 |
| MUN-22-007 | OTHER | Replacement accessible auto open door for transfer station. (exempt project confirmation as of June 17, 2022) | Purchase | 11,000 | FTA5310 | <u>2022</u> 11,000 |
| MUN-22-008 | OTHER | Operating assistance for accessible taxi, voucher program. (exempt project confirmation as of June 17, 022) | Operating | 25,000 | FTA5310 | <u>2022</u> 25,000 |
| MUN-22-009 | OTHER | Purchase of up to three (3) Genfare Fastfare fareboxes for paratransit vehicles. (exempt project confirmation as of June 17, 2022) | Purchase | 70,000 | FTA5310 | <u>2022</u> 70,000 |
| PROJECT ID # (Formerly 1900549) | PROJECT TYPE | PROJECT DESCRIPTION | PHASE | COST | FUND CODE | FY / Total Cost |
| MUN-23-001 | Operating Assistance | FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2023. | Operating | 3,037,463 1, 473,230 4,049,700 | FTA5307 PMTF PTC | <u>2023</u> 8,560,393 |
| MUN-23-002 | ROLLING STOCK | Replace three (3) heavy-duty buses (diesel, hybrid, electric) in MITS's fleet in FY 2023. | Purchase | 1,464,000 366,000 | FTA5339 PTC | <u>2023</u> 1,830,000 |
| MUN-23-003 | ROLLING STOCK | Replace two (2) propane transit vans in FY 2023 for paratransit service. | Purchase | 176,000 44,000 | FTA5310 PTC | <u>2023</u> 220,000 |
| MUN-23-004 | Other | Fuel System Upgrade | Purchase | \$100,000 \$20,000 | FTA5339 | <u>2023</u> \$120,000 |
| MUN-23-005 | Other | Overhead door replacement | Purchase | \$100,000 \$20,000 | FTA5339 | <u>2023</u> \$120,000 |

| MUN-23-006 | Other | Purchase new vault for fare collections | Purchase | \$40,000 \$10,000 | FTA5339 | <u>2023</u> \$50,000 |
|---|----------------------|---|--------------|-------------------------------------|------------------------|-------------------------------|
| PROJECT ID # (Formerly 1900550) | PROJECT TYPE | PROJECT DESCRIPTION | PHASE | COST | FUND CODE | FY / Total Cost |
| MUN-24-001 | 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 | <u>2024</u> 7,731,140 |
| MUN-24-002 | ROLLING STOCK | Replace three (3) heavy-duty buses (diesel, hybrid, electric) in MITS's fleet in FY 2024. | Purchase | 1,620,000 405,000 | FTA5339 PTC | <u>2024</u> 2,025,000 |
| MUN-24-003 | ROLLING STOCK | Replace four (4) propane transit vans for paratransit service. | Purchase | 600,000 150,000 | FTA5310 PTC | <u>2024</u> 750,000 |
| MUN-24-004 | SUPPORT EQUIPMENT | Purchase & installation of passenger-waiting shelters. | Purchase | 16,000 4,000 | FTA5339 PTC | <u>2024</u> 20,000 |
| MUN-24-005 | SUPPORT EQUIPMENT | Replace/renovate bus wash. | Purchase | 160,000 40,000 | FTA5307 PTC | <u>2024</u> 200,000 |
| MUN-24-006 | OTHER | Replace heavy-duty forklift. | Expense | 60,000 15,000 | FTA5307 PTC | <u>2023</u> 75,000 |
| PROJECT ID # (Formerly MITS 2025) | PROJECT TYPE | PROJECT DESCRIPTION | PHASE | COST | FUND CODE | FY / Total Cost |
| MUN-25-001 | Operating Assistance | FTA Section 5307 operating assistance for fixed route and demand responsive public transit service in Muncie, Indiana for fiscal year 2025. | Operating | 2,139,705 1,473,230 4,273,305 | FTA5307 PMTF PTC | <u>2025</u> 7,886,240 |
| MUN-25-002 | ROLLING STOCK | Replace three (3) heavy-duty buses (diesel, hybrid, electric) in FY 2025. | Purchase | 1,620,000 405,000 | FTA5339 PTC | <u>2025</u> 2,025,000 |
| MUN-25-003 | ROLLING STOCK | Replace three (3) propane light-duty paratransit vans in FY 2025. | Purchase | 452,000 113,000 | FTA5310 PTC | <u>2025</u> 565,000 |
| MUN-25-004 | SUPPORT EQUIPMENT | Purchase of one (1) replacement maintenance service truck. | Purchase | 36,000 9,000 | FTA5307 PTC | <u>2025</u> 45,000 |
| MUN-25-005 | OTHER | MITS Transfer Station Renovations (roof, lanes, RR) | Expense | 488,000 122,000 | FTA5307 PTC | <u>2023</u> <u>610,000</u> |

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 & 5311 PROJECTS

There are no rural transit projects programmed for FY 2022 through 2025 at this time.

IDENTIFICATION OF ITS PROJECTS

There are no FY 2022-2025 ITS projects programmed for Delaware County at this time.

DMTIP CHANGES BY MODIFICATION OR AMENDMENT

The following are changes to the FY 2022-2025 Delaware Muncie Transportation Improvement Program (DMTIP) by modification or amendment after the original DMTIP was approved in 2021:

12/15/2021: TPC Resolution 21-19: Adding Appendices A (original adoption) and B (language) map for CFR 2020-23-Chapter 1, Part 667).

4/19/2022: TPC Resolution 22-09: \$24,640 added to PE for Des #1900774. \$35,120 added to PE for Des #2100088. Moved \$70,000 CN/CE programmed in FY 2023 to FY 2022.

6/13/2022: TPC Resolution 22-10: Sec. 1. Increased FTA 5307 funds, PMTF funds, and local PTC funds for a total increase from \$7,430,930 to \$8,916,036 for Des #MUN-22-001. Sec. 2. Increased FTA 5339 and local PTC funds from \$1,220,000 to \$1,520,867 for Des #MUN-22-002.

6/17/2022: TPC Resolution 22-11: Sec. 1. Des #1900548 projects 3,4, and 5 deleted. Sec. 2. Des #MUN-22-003 through MUN-22-009 added.

7/20/2022: TPC Resolution 22-12: FY 2023 funding added to the FY 2023-2024 UPWP.

7/20/2022: TPC Resolution 22-13: RW added to Des #1700751 and CE/CN balances adjusted to move \$71,387 from CE to CN.

7/20/2022: TPC Resolution 22-14: \$24,640 added to PE of Des #1900774.

7/20/2022: TPC Resolution 22-15: Sec. 1-3. Des #2003045, #2003046, and #2003048 added. Sec. 4. Des #2100151 deleted.

7/20/2022: TPC Resolution 22-16: Des #2101735 and Des #2101736 added effective on or before July 26, 2022.

8/17/2022: TPC Resolution 22-17: new INDOT project Des #2003080, intersection improvement roundabout project at SR 3 at Eaton-Wheeling Pike and Indiana Avenue.

TPC Resolution 22-17: new phase of PE was added to Des #2001991, bridge painting project at US 35 NB over Cardinal Greenway 2.25 miles south of SR 32.

8/31/2022: TPC Resolution 22-20 PE amounts adjusted to reflect final contract amounts and moved from FY 2022 to FY 2023.

9/23/2022: TPC Resolution 22-21 CN amount on state project Des #1600783 moved from FY 2022 to FY 2023, including secondary Des #'s 1701336 and 1800334.

12/9/2022: TPC Resolution 22-24 addition of INDOT projects Des #2200790, 2200791, 2200061, 2200062, 2200063, 2100211, 2200478, and 2201247. New FY 23 CN phase to Des #2000582. New FY 23 and FY 24 PE phases to Des #1800685.

12/9/2022: TPC Resolution 22-25 addition of INDOT project Des #2000033, Guard Rail Attenuators, Various locations.

1/18/2023: TPC Resolution 23-01 addition of PE in FY 2024 and 2025 for Project Des #2100143

1/18/2023: TPC Resolution 23-03 adjust CN on Project Des #1800685 and move CN from FY 2024 to FY 2025.

3/15/2023: TPC Resolution 23-07: Amendment to add MITS projects MUN-23-004, MUN-23-005, and MUN-23-006

5/17/2023: TPC Resolution 23-08: Sec. 1. MITS project MUN-23-001 increased 2023 FTA 5307 amount from \$2,056,620 to \$3,037,463 for a total of \$8,560,393. Sec. 2. MITS project MUN-24-006 moved from FY 2024 to FY 2023. Sec. 3. MITS project MUN-25-005 moved from FY 2025 to FY 2023 and decreased the FTA 5339 amount from \$600,000 to \$488,000 and decreased the Local amount from \$150,000 to \$122,000 for a total of \$610,000

5/17/2023: TPC Resolution 23-11: Amendment to add INDOT DES #2300274

9/13/2023: TPC Resolution 23-13: Modification to move INDOT DES #2001883 from FY 2025 to FY 2024

9/20/2023: TPC Resolution 23-12: Amendment to add INDOT DES #2300671

9/20/2023: TPC Resolution 23-16: Amendment to DES #1900774 to add PE amount of 70,000 STBG and 17,500 Local for FY 2024

9/20/2023: TPC Resolution 23-17: Amendment to DES #2100088 to add CN amount of 726,000 STBG for FY 2025 and add CE amount of 500,400 STBG for FY 2025

10/4/2023: TPC Resolution 23-18: Amendment to add Rural Bridge DES #2201635

10/30/2023: TPC Resolution 23-19: Amend DES #1900132 increase FY24 CN from 4,008,600 to 5,305,970 and add FY24 PE to 24,200 total. Amend DES #1900133 to add FY24 CN 2,424,868

10/30/2023: TPC Resolution 23-20: Amend DES #1900147 to increase FY24 CN from 454,915 to 904,378 and to stand alone no longer with Contract 42077

10/30/2023: TPC Resolution 23-21: Modify DES #1900148 to decrease FY24 CN from 162,121 to 24,748

10/30/2023: TPC Resolution 23-22: Modify DES #1900151 to increase FY24 CN from 375,267 to 395,577

10/30/2023: TPC Resolution 23-23: Amend DES #1902737 to add project

10/30/2023: TPC Resolution 23-24: Modify DES #2000594 to increase FY24 CN from 6,147,319 to 8,460,328

10/30/2023: TPC Resolution 23-25: Amend DES #2001870 to decrease FYL25 CN from 440,000 to 80,000

10/30/2023: TPC Resolution 23-26: Amend DES #2001883 to decrease FY24 CN from 260,000 to 135,440

10/30/2023: TPC Resolution 23-27: Admin Modify to separate CN amounts on DES #2001991 and #2001992 into FLY25 CN 303,531 each instead of 607,062 total. Admin Modify to separate CN amounts on DES #2002061 and #2002062 into FLY25 CN 303,531 each instead of 607,062 total. Modify DES #2002061 and #2002062 to add FY CN 20,000 to each

10/30/2023: TPC Resolution 23-28: Modify DES #2003080 to move PE from FY23 to FY24 and decrease PE from 907,314 to 630,450. Amend DES #2100776 to add project FY24 PE 300,000 and FY24 RW 20,000

10/30/2023: TPC Resolution 23-29: Add projects: DES #2100849, #2100850, #2100851, #2100852, #2100853, #2100854, #2100855, #2100856, #2100857, #2100858, #2100859, #2100860, #2100861, #2100862

10/30/2023: TPC Resolution 23-30: Amend DES #2200061 to increase FY24 PE from 452,320 to 944,600 and modify to move RW from FY25 to FY24. Amend DES #2200062 to increase FY24 PE from 342,394 to 593,600. Amend DES #2200063 FY24 PE eliminated

10/30/2023: TPC Resolution 23-31: Modify DES #2200790 to move PE 580,182 from FY23 to FY24. Modify DES #2200791 to move PE 580,182 from FY23 to FY24

10/30/2023: TPC Resolution 23-32: Modify DES #2201247 to move PE 728,000 from FY23 to FY24

11/15/23: TPC Resolution 23-33: Add project DES #2002337

11/15/23: TPC Resolution 23-34: Modify DES #2003080 to increase FY24 PE from 630,450 to 719,614. Amend DES #2003080 to add FY24 RW 139,800. Amend DES #2003080 to add CN FY26(Future) 2,017,022. Amend DES #2100776 to add CN FY26(Future) 660,904

11/15/23: TPC Resolution 23-35: Amend DES #2200790 to add CN FY27(Future) \$2,900,910 and Amend DES #2200791 to add CN FY27(Future) \$2,900,910

11/16/23: Modify DES #2003023 to move RW from FY24 to FY25

| | | |
|----------|------------------|--|
| 3/14/24: | Resolution 24-14 | DES #2101108, DES #2301266, DES #2301593 |
| | Resolution 24-15 | DES #2301081 |
| | Resolution 24-16 | DES #2201265 |
| | Resolution 24-17 | DES #2002338 |
| | Resolution 24-18 | DES #2301082 |
| | Resolution 24-19 | DES #2001870, DES #2002318 |

Resolution 24-20 DES #2002337
Resolution 24-21 DES #1900774

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.

| PROJECT NUMBER | PROJECT TYPE | PROJECT DESCRIPTION | PHASE | COST | FUND CODE | Est. Cost to Complete/Total |
|-------------------------------|--------------------|--|--------------------|--|----------------------------------|---|
| Des#1900773 City of Muncie | Bicycle Pedestrian | Cultural Trail Phase 2: bicycle/ pedestrian paths routing from White River to Madison on Washington, Liberty and Main. | PE " CN " | 240,000 <u>60,000</u> 1,600,000 400,000 | TE/TA Local TE/TA Local | <u>\$ 2,300,000</u> PE: 300,000 CN: 2,000,000 |
| Des#_New City of Muncie | Road Resurfacing | Dr ML King Jr Blvd. resurfacing from the White River to Centennial Avenue. | CN " | 800,000 200,000 | STBG Local | <u>\$ 1,000,000</u> CN: 2,000,000 |

PENDING PROJECTS AWAITING FUNDING OR SELECTION PROCESS

| DES. NO. | PROGRAM | DESCRIPTION | PHASE | COST | FY YEAR |
|-----------------|------------------------------|---|---------|-----------|---------|
| Delaware County | Bridge Replacement Rural Br. | Replacement of Bridge 45, Gregory Road over the Mississinewa River & adjustment to approaches. | Constr. | 2,500,000 | future |
| Yorktown | Road Reconstruction | CR 500W reconstruction from River Road to Eucalyptus Avenue, including curb and gutter. | Constr. | 3,100,000 | 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 |

PRIORITY SCHEDULE FOR DELAWARE COUNTY BRIDGE REPLACEMENTS

CATEGORY: 1 REPLACEMENT

| Bridge Number | Priority Number | Year of Work | Type of Work | Gross Tons | Sufficiency Rating | Estimated Costs (x \$1,000) | | |
|---------------|-----------------|--------------|--------------|------------|--------------------|-----------------------------|---------|-------|
| | | | | | | Bridge | Roadway | Total |
| 125 | 1 | 2021 | 31 | 17 | 43.9 | 595 | 190 | 991 |
| 86 | 2 | 2021 | 31 | 14 | 51.5 | 482 | 190 | 848 |
| 88 | 3 | 2021 | 31 | 10 | 49.5 | 297 | 481 | 982 |
| 35 | 4 | 2022 | 31 | 10 | 44.7 | 259 | 190 | 567 |
| 112 | 5 | 2022 | 31 | 14 | 51.9 | 523 | 190 | 900 |
| 161 | 6 | 2022 | 31 | 0 | 17.6 | 1291 | 190 | 1869 |
| 45 | 7 | 2023 | 31 | 4 | 23.1 | 1075 | 481 | 1964 |
| 108 | 8 | 2023 | 31 | 5 | 41.4 | 370 | 190 | 707 |
| 75 | 9 | 2023 | 31 | 19 | 50.1 | 450 | 250 | 884 |
| 130 | 10 | 2024 | 31 | 13 | 49.2 | 1172 | 190 | 1719 |
| 50 | 11 | 2024 | 31 | 25 | 60.0 | 254 | 190 | 561 |
| 13 | 12 | 2024 | 31 | 12 | 59.3 | 585 | 190 | 978 |
| 121 | 13 | 2025 | 31 | 20 | 87.0 | 259 | 190 | 567 |
| 190 | 14 | 2025 | 31 | 29 | 80.8 | 204 | 190 | 498 |
| 58 | 15 | 2025 | 31 | 63 | 83.9 | 240 | 190 | 543 |
| 40 | 16 | 2026 | 31 | 23 | 86.0 | 357 | 190 | 691 |
| 245 | 17 | 2026 | 31 | 20 | 64.9 | 254 | 190 | 561 |
| 137 | 18 | 2026 | 31 | 19 | 94.7 | 214 | 190 | 510 |
| 103 | 19 | 2027 | 31 | 20 | 58.9 | 412 | 190 | 760 |
| 118 | 20 | 2027 | 31 | 13 | 61.9 | 588 | 190 | 982 |
| 269 | 21 | 2027 | 31 | 20 | 89.7 | 246 | 190 | 551 |

Total Bridges for Category 1: 21

Estimated Costs for Replacement Projects = \$18,633,000

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

CATEGORY: 2 REHABILITATION

| Bridge Number | Priority Number | Year of Work | Type of Work | Gross Tons | Sufficiency Rating | Estimated Costs (x \$1,000) | | |
|---------------|-----------------|--------------|--------------|------------|--------------------|-----------------------------|---------|-------|
| | | | | | | Bridge | Roadway | Total |
| 501 | 1 | 2021 | 35 | 20 | 80.0 | 860 | 205 | 1300 |
| 30 | 2 | 2021 | 35 | 15 | 69.4 | 166 | 190 | 431 |
| 193 | 3 | 2021 | 35 | 20 | 66.2 | 1955 | 385 | 2640 |
| 20 | 4 | 2022 | 35 | 40 | 77.1 | 774 | 190 | 1167 |
| 51 | 5 | 2022 | 35 | 36 | 77.1 | 524 | 190 | 864 |
| 172 | 6 | 2022 | 35 | 12 | 70.2 | 278 | 190 | 567 |
| 146 | 7 | 2023 | 35 | 20 | 95.9 | 289 | 190 | 580 |
| 84 | 8 | 2023 | 35 | 20 | 94.1 | 716 | 190 | 1097 |
| 502 | 9 | 2023 | 35 | 20 | 80.0 | 330 | 190 | 630 |
| 180 | 10 | 2024 | 35 | 43 | 93.2 | 314 | 190 | 610 |
| 3 | 11 | 2024 | 35 | 20 | 97.0 | 132 | 190 | 390 |
| 12 | 12 | 2024 | 35 | 20 | 86.0 | 170 | 190 | 436 |
| 179 | 13 | 2025 | 35 | 14 | 57.2 | 343 | 190 | 645 |
| 519 | 14 | 2025 | 35 | 40 | 74.5 | 341 | 190 | 643 |
| 503 | 15 | 2025 | 35 | 15 | 64.5 | 751 | 190 | 1139 |
| 195 | 16 | 2026 | 35 | 52 | 80.4 | 235 | 200 | 550 |
| 160 | 17 | 2026 | 35 | 12 | 61.2 | 300 | 215 | 624 |
| 122 | 18 | 2026 | 35 | 20 | 87.9 | 300 | 100 | 550 |
| 209 | 19 | 2027 | 35 | 25 | 59.8 | 193 | 190 | 464 |
| 144 | 20 | 2027 | 35 | 55 | 93.1 | 305 | 100 | 455 |

Total Bridges for Category 2: 20

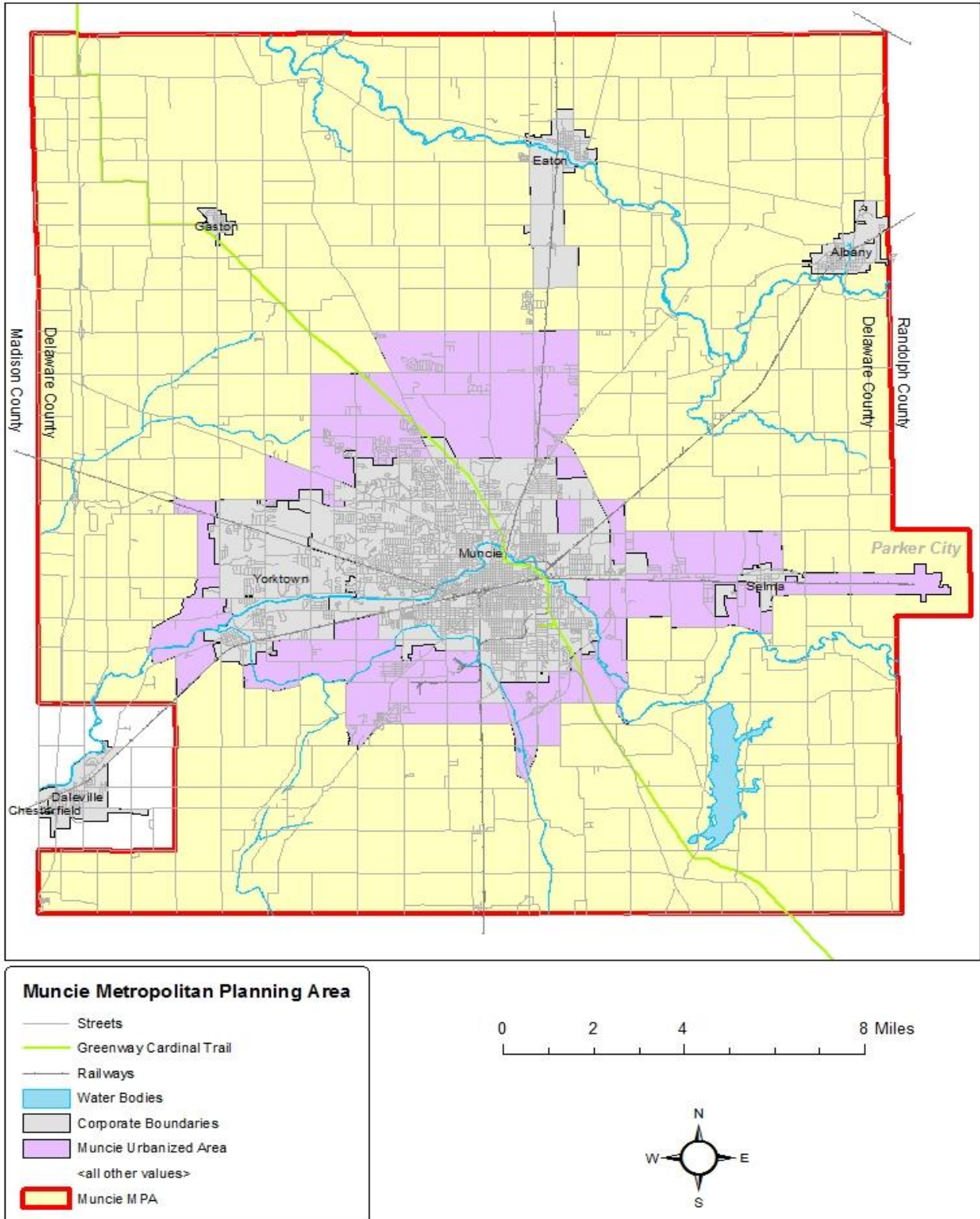
Estimated Costs for Rehabilitation Projects = \$15,782,000

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

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.

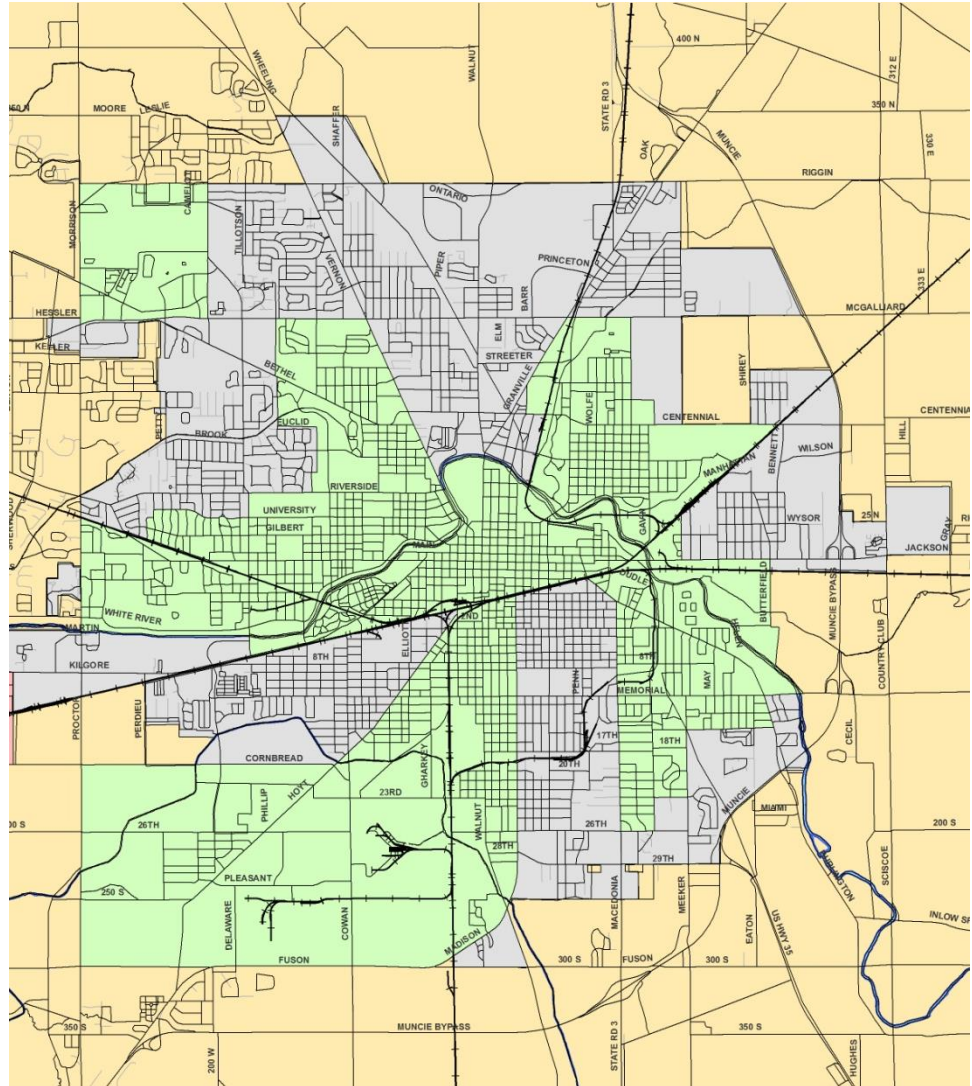
Low-Income Areas

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.

Two (2) of the six (6) local urban projects in Muncie in the FY 2022-2025 Delaware Muncie Transportation Improvement Program (DMTIP)

are within the low-income area. Those projects are improvements to enhance the bicycle/pedestrian network. The Memorial Drive Bridge #193 rehabilitation abuts the low-income area. These projects will benefit the low-income areas and all of Muncie.



2010 Census Low-Income Areas Shown in Green

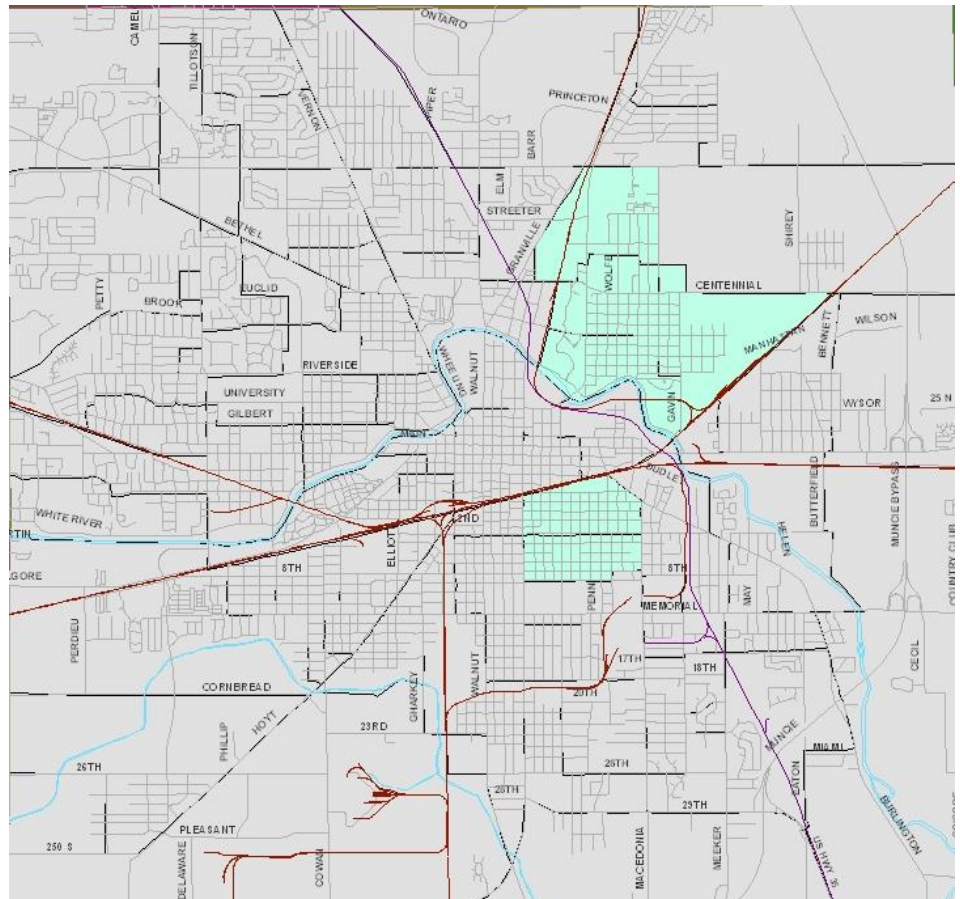
Environmental Justice Analysis of Minority Areas

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 Kitzelman Gateway Phase 3 bicycle/pedestrian project abuts 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> |
| 2021-202 | 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

*Public
Comment*

This section is for information pertaining to public comment that has been received concerning the FY 2022-2025 Delaware Muncie Transportation Improvement Program (DMTIP) during the public involvement process.

A notice of public meeting was placed in the Muncie Star on February 22, 2021 for public input on the draft FY 2022-2025 DMTIP on March 2, 2021. The March 2021 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 PRESENTATION

PLEASE TAKE NOTICE that on March 11th, from 3:00 to 4:00 p.m. (EST), the Delaware-Muncie Metropolitan Plan Commission (DMMPC) will do a public presentation/call for projects for the draft Fiscal Year (FY) 2022-2025 Delaware Muncie Transportation Improvement Program (DMTIP) affecting transportation in the Muncie Metropolitan Planning Area.

The public presentation will be live streamed on the County's facebook page. 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 and a link to the facebook presentation will be on Plan Commission website at www.dmmpc.org. Written comments may be filed with the Plan Commission Office or emailed to Hugh Smith at hsmith@co.delaware.in.us through April 20, 2021 for the FY 2022-2025 DMTIP.

The Transportation Improvement Program sets out a 4-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 21, 2021. The final FY 2022-2025 DMTIP will then be forwarded to the Indiana Department of Transportation (INDOT) for final approval and processing.

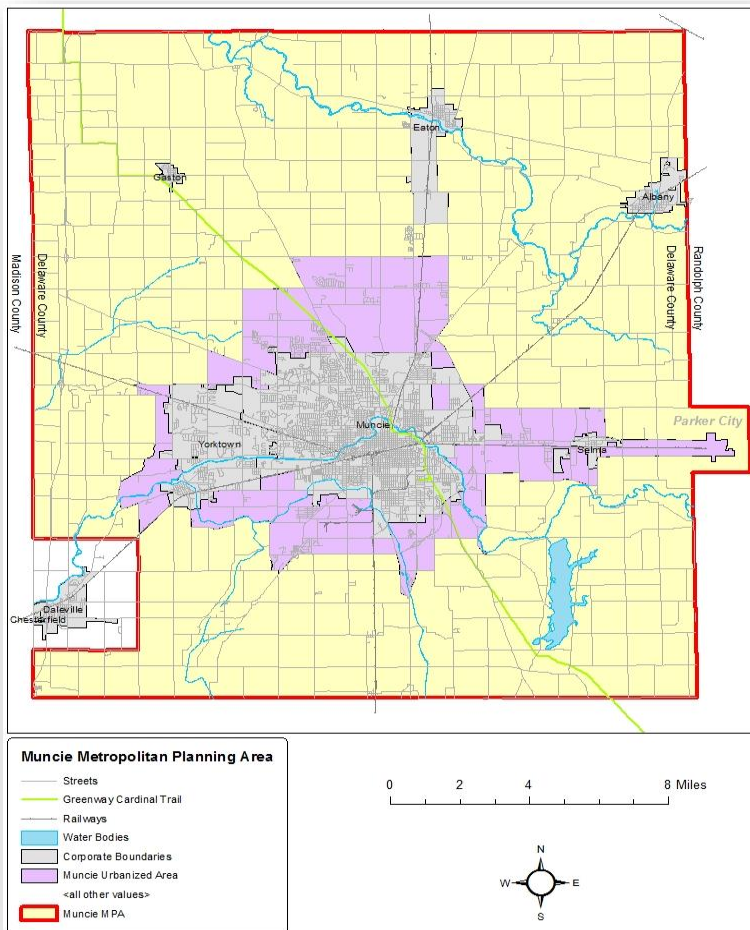
Marta Moody, MPO Director
DMMPC

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) 2022-2025 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 public presentation concerning the FY 2022-2025 DMTIP will be live streamed on the Plan Commission’s facebook page on March 11, 2021 at 3:00 to 4:00 pm (EST). Public comment may be sent to the Plan Commission Office using the email hsmith@co.delaware.in.us . Public comments will be accepted through April 20, 2021 for the FY 2022-2025 DMTIP. The Transportation Policy Committee is scheduled to act on the DMTIP at its monthly meeting on April 21, 2021.



Specific information on the draft FY 2022-2025 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.

Go to the Plan Commission’s website – www.dmmpc.org – to view the facebook presentation and the draft DMTIP document which will be available for public comment through April 20, 2021.

Marta Moody
Executive Director

Hugh Smith
Principal Planner

Public Comments toward FY 2022-2025 DMTIP

Aaron Neff, a neighborhood representative, expressed bike/pedestrian safety concerns that his Neighborhood had concerning the Bethel at New York intersection. The intersection is an all-way-stop with Bethel being a busy east-west arterial. New York jogs at the intersection and a 5th leg of the intersection is Cardinal Street, which Ball State University will be asking the City to vacate.

The Neighborhood association had three suggestions to help safety at the Bethel/New York intersection: 1) place a warning sign on Bethel to warn that New York traffic can go straight across continuing on New York, 2) place an overhead sign on westbound Bethel to warn drivers that the right lane must turn right, and 3) install a flashing light pedestrian crosswalk to warn drivers that people are crossing the intersection. The safety concerns and suggested improvements were referred to City Engineer Brian Stephens-Hotopp for review and actions concerning improvements.

No other comments were received during the public input period for this document.

DMTIP

Appendix A



DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

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

TRANSPORTATION POLICY COMMITTEE OF THE

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

RESOLUTION 21-08

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

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

WHEREAS, the FY 2022-2025 Delaware Muncie Transportation Improvement Program (DMTIP) was prepared as a required multi-year program of transportation improvement projects by jurisdictions within the Muncie Metropolitan Planning area; and

WHEREAS, the projects in the FY 2022-2025 DMTIP are covered in the 2018-2045 Delaware Muncie Transportation Plan, which conforms with the Indiana State Implementation Plan (SIP); and

WHEREAS, the FY 2022-2025 DMTIP was reviewed and approved by the Technical Advisory Committee at its virtual meeting on April 21, 2021; and

WHEREAS, the FY 2022-2025 DMTIP was reviewed and approved by the Transportation Policy Committee at its regular virtual meeting on April 21, 2021.

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

Section 1. That the Fiscal Year (FY) 2022-2025 Delaware Muncie Transportation Improvement Program (DMTIP) is hereby approved as presented.

Approved this 21st day of April, 2021.

TRANSPORTATION POLICY COMMITTEE

ATTEST:

BY:

Cheryl McGairk, Recording Secretary
Transportation Policy Committee

Marta Moody, Chairperson
Transportation Policy Committee

DMTIP

Appendix B

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

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

To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where emergency repairs have taken place are illustrated on the map on the next page, but there were no emergency repairs located within Delaware County. INDOT has identified only one location where two permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana on State Road 66, approximately 2.5 miles west of State Road 70. The emergency repairs were slide repairs to restore the roadway. INDOT will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years.

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

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

Here are the relevant STIP citations from Part 667:

- Under Reasonable Alternatives... *Meet transportation needs as described in the relevant and applicable Federal, State, local, and tribal plans and programs. Relevant and applicable plans and programs include the Long-Range Statewide Transportation Plan, Statewide Transportation Improvement Plan (STIP),*
- *In establishing its evaluation cycle, the State DOT should consider how the evaluation can best inform the State DOT's preparation of its asset management plan and STIP.*
- *Beginning on November 23, 2020, for all roads, highways, and bridges not included in the evaluation prepared under paragraph (a) of this section, the State DOT must prepare an evaluation that conforms with this part for the affected portion of the road, highway, or bridge prior to including any project relating to such facility in its STIP*

