INDOT/LPA Collaboration Committee Mission Statement:

The mission of the INDOT/LPA Collaboration Committee is to engage with local leaders in a new way so as to continuously improve INDOT’s level of service, learn more about how local government conducts their day-to-day business, and share how we conduct ours.
Your INDOT Team

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In addition to constructing, reconstructing, and preserving its own assets, INDOT also addresses transportation needs in local communities by working with all:

- 92 counties,
- 567 cities and towns,
- 14 Metropolitan Planning Organizations (MPOs), and
- 7 Regional Planning Organizations (RPOs).

This is done through collaboration with INDOT’s Central Office in Indianapolis as well as the agency’s six district offices.
INDOT’s in-house project call and selection process

• A transportation project begins by identifying a transportation need, challenge, or opportunity, and grows through consecutive stages and activities.

• Key to success are:
  • Identifying and examining short- and long-term goals
  • Studying demographic characteristics and travel patterns
  • Assessing existing and possible future transportation assets
  • Estimating resources and funds available to meet transportation challenges
  • Evaluating alternatives for addressing current and future needs
Lifecycle Planning Gives Taxpayers the Best Value

To help ensure safe and sustainable asset utilization, INDOT will prioritize increasing the effective lifecycles of its existing physical assets. By focusing on the lifecycles of state assets, the Next Level Roads plan will save taxpayers millions of dollars and better protect the motoring public.

How Does INDOT Set Project Priorities?

Project selection is data driven, judgement informed, and financially constrained. Depending on the size and scope of the project, the planning process can take 3-7 years.
INDOT’s in-house project call and selection process cont.

12 Planning Steps

- Transportation needs and projects are identified
- Coordination with planning partners, transportation stakeholders and the public
- Public input welcomed, considered and included
- Call for Projects issued
- List of proposed projects reviewed
- List of proposed projects narrowed for inclusion in the draft STIP
- Proposed projects may or may not be selected; non-selected projects may be resubmitted later
- Selected projects are advanced and incorporated into draft STIP
- Public input again solicited and included
- STIP is formally approved by the Federal Highway Administration
- Projects entered into INDOT production schedule
- Project development begins
State funding opportunities for local public agencies

• The Community Crossings Matching Grant (CCMG) Program provides a valuable tool for local governments to invest in infrastructure projects. The program is designed to supplement construction costs for projects that are ready for the bid process.

• All Indiana city, town, and county governments are eligible to apply, however they are required to have an approved Asset Management Plan and commit to the local funding match, based on population.
  • Cities and towns < 10,000 can receive funds using a 75%/25% match
  • Cities and towns > 10,000 can receive funds using a 50%/50% match
  • Counties < 50,000 can receive funds using a 75%/25% match
  • Counties > 50,000 can receive funds using a 50%/50% match

• Applications are evaluated based on need, pavement and bridge conditions, impact on connectivity and mobility within the community, and regional economic significance.
Through the CCMG Program, the state of Indiana has partnered with cities, towns, and counties to provide more than $611.8 million in funds to support local road and bridge projects since 2016.

2020 Calls for Projects
- 2020-1/ Jan. 6 – Feb. 7
- 2020-2/ Stay tuned!

Due to LPA feedback, 2019 was the first year that INDOT had two calls for CCMG projects
- 2019-1 – Awarded $115.3 million to 189 local communities for 1,916 road and bridge projects
- 2019-2 – Awarded $99.2 million to 230 local communities for 1,484 road and bridge projects
Federal funding opportunities for local public agencies

• INDOT provides support to local public agencies by sharing 25% – or approximately $257.5 million – of the federal funds apportioned to it each fiscal year.
  • Approximately $132.2 million is sub allocated through MPOs
  • Approximately $125.3 million is provided directly to locals

• This funding is distributed based on population
  • Group 1 MPOs > 200,000
  • Group 2 MPOs 50,000 – 200,000
  • Group 3 Rural cities and towns < 50,000
  • Group 4 Rural counties < 50,000

• To be eligible for federal funding, roads must be functionally classified as a minor collector or above.
Federal funding types

- **STBG – Surface Transportation Block Grant**
  - Provides flexible funding to improve bridges, roads, pedestrian and bicycle infrastructure and transit capital projects. Requires a 20% local match.

- **HSIP – Highway Safety Improvement Program**
  - Aims to significantly reduce traffic fatalities and serious injuries on all public roads. Requires a 10% local match.
Federal funding types cont.

• CMAQ – Congestion Mitigation/ Air Quality Program
  • Provides flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality in non-attainment areas. Requires a 20% local match.

• Off-System Bridges
  • Provides funding to replace or rehabilitate deficient bridges. All bridges are eligible, including low water crossings. Requires a 20% local match.

• TAP – Transportation Alternatives Program
  • Can be used to fund a variety of small-scale transportation projects, such as pedestrian and bicycle facilities, sidewalk, and ADA improvements. Requires a 20% local match.
• Rail/Highway Crossings Program (Section 130)
  • Aims to eliminate hazards at highway-rail crossings. May include train-activated gates and lights, pavement markings, and/or signage. Requires a 10% match from locals or railroad.

• ER – Emergency Repair
  • Utilized for natural disaster restoration. Damage must be severe, occur over a wide area, and result in unusually high expenses to the highway agency. Federal approval is required. Requires a 20% local match.
INDOT has identified the following opportunities for discussion throughout 2020 and beyond:

- Access management
- ADA Compliance
- Early project coordination
- Long Range Planning
- OSOW permitting
- Sidewalk and right-of-way maintenance
- Telecommunications in the public right-of-way
- Traffic signal installation and operation

Through collaboration and coordination in these areas, we strive to achieve mutually beneficial outcomes for INDOT and our local partners.

Now, we want to hear from you!
We look forward to seeing you at our next meeting on May 1, 2020!