

# **APPENDIX A**

# FINANCIAL CONSTRAINT

Financial constraint is a requirement for the STIP. INDOT constrains State selected projects financially using the STIP document; and in metropolitan areas the TIP documents include projects selected and funded by the MPO. For each metropolitan area in the State, INDOT develops the STIP in cooperation with the MPO designated for the metropolitan area. INDOT in turn including each of the MPO's metropolitan TIPs without change into the STIP.

In the Statewide Transportation Improvement Program (STIP) are all state projects and their associated funding are in the STIP. All State selected local projects and their associated funding (i.e. GROUP III, GROUP IV, etc.) are in the STIP.

MPO Transportation Improvement Programs (TIP) are only state projects located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP. All State selected Local Projects (GROUP III, GROUP IV, etc.) located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP. All MPO Selected Projects including the funding is shown in the TIP.

Financial Constraint Demonstration is for state projects and is documented in the STIP. State projects are listed in the TIP when they are located within a MPO's planning area boundary. Constraint for all State-selected local projects funded through statewide local programs is also constrained using the STIP. The projects are listed in a TIP when they are located within a MPO's planning area boundary. Constraint for projects funded by MPOs is documented in the TIP.

## **EXAMPLES:**

- An interstate project funded by INDOT and located within the Louisville MPO planning area would be specifically listed in the Louisville TIP with its funding as part of fiscal constraint in the STIP document.
- A local bridge project funded by INDOT and located within the Indianapolis MPO planning area would be specifically listed in the Indianapolis TIP with its funding in the STIP document. Fiscal constraint would be based upon the STIP.
- A local bridge project select by and funded by the Fort Wayne MPO within its planning area would be specifically listed with its funding in its TIP document. Fiscal constraint would be based upon the TIP.

**Appendix A Table 1:**

	<b>ALL STATE PROJECTS</b>	<b>LOCAL PROJECTS FUNDED THRU STATEWIDE LOCAL PROGRAMS</b>	<b>MPO SELECTED PROJECTS</b>
<b>Statewide Transportation Improvement Program (STIP)</b>	Only State projects located outside the metropolitan planning area are listed in the STIP. Funding shown is consistent with the STIP	All State selected Local Projects (GROUP III, GROUP IV, etc.) located outside the metropolitan planning area are listed in the STIP. Funding shown is consistent with the STIP.	MPO selected projects and their funding are shown in the MPO TIP.
<b>Transportation Improvement Programs (TIP)</b>	Only State projects located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP.	All State selected Local Projects (GROUP III, GROUP IV, etc.) located within the metropolitan planning area are listed in the TIP. Funding shown is consistent with the STIP.	All MPO Selected Projects including the funding is shown in the TIP.
<b>Financial Constraint Demonstration</b>	Financial Constraint for State projects is documented in the STIP.	Constraint for all State-selected local projects funded thru statewide local programs is also constrained using the STIP. .	Constraint for projects funded by MPOs is documented in the TIP.

All financial plans are updated annually until the project reaches substantial completion.

## STIP FINANCIAL SUMMARY FOR 2022 thru 2026

<b>TOTAL RESOURCES:</b>	<b>Estimated FY2022</b>	<b>Estimated FY2023</b>	<b>Estimated FY2024</b>	<b>Estimated FY2025</b>	<b>Estimated FY2026</b>
State Federal-aid FHWA fund <sup>1</sup>	\$ 1,131,830,223	\$ 1,044,560,993	\$ 1,048,489,731	\$ 1,047,797,043	\$ 1,067,490,500
State Federal-aid FHWA Earmarks	\$ 6,907,502	\$ 257,000	\$ 179,915		
Federal Grant fund <sup>2</sup>	\$ 61,582,141	\$ 44,667,108			
covid relief funds to be added	\$ 177,300,000				
American Rescue Plan Act (ARPA)	\$ 205,000,000	\$ 900,000,000			
Local FA COVID Relief Funds	\$ 2,818,647	\$ 15,760,622	\$ 19,567,886	\$ 20,949,302	
Local Federal-aid FHWA Funds	\$ 297,434,508	\$ 313,532,938	\$ 319,842,517	\$ 326,278,288	\$ 332,842,773
Local Federal-aid FHWA Earmarks	\$ 4,135,354	\$ -			
<b>Subtotal of Federal-aid FHWA funds =</b>	<b>\$ 1,887,008,375</b>	<b>\$ 2,318,778,661</b>	<b>\$ 1,388,080,049</b>	<b>\$ 1,395,024,633</b>	<b>\$ 1,400,333,273</b>
<b>Subtotal of Federal-aid FTA funds =</b>	<b>\$25,294,983</b>	<b>\$25,294,983</b>	<b>\$25,294,983</b>	<b>\$25,294,983</b>	<b>\$25,294,983</b>
State Highway Funds	\$ 1,937,512,970	\$ 1,659,639,977	\$ 1,580,032,249	\$ 1,641,615,699	\$ 1,649,222,090
State Highway Road Construction Improvement Fund	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000
Crossroads Fund	\$ 40,162,894	\$ 40,280,000	\$ 40,390,000	\$ 40,490,000	\$ 40,600,000
<b>Subtotal of State funds =</b>	<b>\$ 2,047,675,864</b>	<b>\$ 1,769,919,977</b>	<b>\$ 1,690,422,249</b>	<b>\$ 1,752,105,699</b>	<b>\$ 1,759,822,090</b>
<b>Subtotal of Local Highway funds =</b>	<b>\$ 75,392,465</b>	<b>\$ 78,383,235</b>	<b>\$ 79,960,629</b>	<b>\$ 81,569,572</b>	<b>\$ 83,210,693</b>
<b>Total of All Available Resources</b>	<b>\$ 4,035,371,687</b>	<b>\$ 4,192,376,856</b>	<b>\$ 3,183,757,910</b>	<b>\$ 3,253,994,887</b>	<b>\$ 3,268,661,039</b>

### TOTAL USES: FY2020 - FY2024

<b>Local Programs</b>					
Local MPO and non-MPO projects	\$ 254,400,000	\$ 278,300,000	\$ 140,500,000		
FTA programs	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983
<b>Subtotal of Local Uses =</b>	<b>\$ 279,694,983</b>	<b>\$ 303,594,983</b>	<b>\$ 165,794,983</b>	<b>\$ 25,294,983</b>	<b>\$ 25,294,983</b>

<b>INDOT Programs &amp; Special Projects <sup>3</sup></b>	<b>Estimated 2022</b>	<b>Estimated 2023</b>	<b>Estimated 2024</b>	<b>Estimated 2025</b>	<b>Estimated 2026</b>
Preservation & Expansion projects					
within Metropolitan Planning Areas	\$ 517,715,254	\$ 326,662,687	\$ 602,496,800	\$ 404,151,409	\$ 215,994,669
Rural Areas	\$ 963,353,426	\$ 883,918,821	\$ 608,091,708	\$ 709,447,957	\$ 894,193,236
Ohio River Bridges (ORB) <sup>4</sup>	\$ 41,200,479	\$ 42,230,496	\$ 43,286,251		
I-69 Section 5	\$ 598,200	\$ 100,100	\$ 100,100		
I-69 Section 6 <sup>5</sup>	\$ 443,445,016	\$ 352,389,976	\$ 255,762,732	\$ 18,358,829	
Clear Path Project <sup>6</sup>	\$ 75,384,318	\$ 131,740,000	\$ 129,940,000	\$ 57,626,667	\$ 6,500,000
I-65 Southeast Project <sup>7</sup>	\$ 1,727,498				
North Split Project <sup>8</sup>	\$ 171,357,020	\$ 45,511,480			
Ohio River Crossing (I-69 Henderson-Evansville) Project - IN only <sup>9</sup>	\$ 506,876				
Sherman Minton Corridor Project - IN only <sup>10</sup>	\$ 21,091,098	\$ 20,830,105	\$ 12,474,539		
I-65 Added Travel Lanes Tippecanoe Co. <sup>11</sup>	\$ 107,329,688				
I-70 Added Travel Lanes Hancock Co. <sup>12</sup>	\$ 107,424,334				
Operating Budget (includes MWP and SPR)	\$ 579,200,000	\$ 587,600,000	\$ 600,900,000	\$ 614,500,000	\$ 625,700,000
Debt Service	\$ 113,400,000	\$ 113,800,000	\$ 114,200,000	\$ 114,300,000	\$ 75,400,000
<b>Subtotal of INDOT Uses =</b>	<b>\$ 3,143,733,208</b>	<b>\$ 2,504,783,666</b>	<b>\$ 2,367,252,130</b>	<b>\$ 1,918,384,862</b>	<b>\$ 1,817,787,905</b>

Costs yet to be identified from future needs and illustrative information	\$ 611,943,497	\$ 1,383,998,207	\$ 650,710,798	\$ 1,310,315,042	\$ 1,425,578,151
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**Total of All Uses \$ 4,035,371,687 \$ 4,192,376,856 \$ 3,183,757,910 \$ 3,253,994,887 \$ 3,268,661,039**

Total of all projects that are within the boundaries of the metropolitan planning areas

Total of all projects that are in rural areas of the state

1. State Federal-aid FHWA funds reflects State/Local Sharing of Federal Formula Apportionments for FFY 2022 plus price favoribility and carry over.

2. US Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant - INDOT grant awards totaling \$40 million for Interstate expansion projects on I-65

3. Preservation and Expansion uses broken out MPO and Rural separately.

4. Source for 2022 - 2026: PPA Exhibit 9 - MAP Limits

<https://www.in.gov/ifa/files/ORB%20EEC-%20Executed%20PPA.PDF>

5. Source for 2022 - 2026: I-69 S6 FPAU 2021

<https://www.in.gov/indot/projects/i69/section-6-martinsville-to-indianapolis/project-documents/>

6. Source for 2022 - 2026: Clear Path IFP 2021

<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/clear-path-465-interstate-465-and-69-northeast/>

7. Source for 2022 - 2026: I-64 Southeast FPAU 2021

<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/i-65-added-travel-lanes-and-rehabilitation-between-columbus-and-seymour/>

8. Source for 2022 - 2026: North Split FPAU 2021

<https://www.in.gov/dot/div/contracts/NorthSplit/NorthSplit.htm>

9. Source for 2022 - 2026: Ohio River Crossing IFP 2021 (does not include recent \$200M from Gov.)

<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-vincennes-district/i-69-ohio-river-crossing/>

10. Source for 2022 - 2026: Sherman Minton FPAU 2021

<https://www.in.gov/dot/div/contracts/ShermanMinton/ShermanMintonCorridorProject.htm>

11. Source for 2022 - 2026: I-65 ATL Tippecanoe Co. IFP 2022

<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/i-65-added-travel-lanes-tippecanoe-county/>

12. Source for 2022 - 2026: I-70 ATL Hancock Co. IFP 2021

<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/i-70mt-comfort-road-to-sr-9/>

**State/Local Sharing of Federal Formula Apportionments  
2022 Federal Fiscal Year ESTIMATE**

Last Updated - 01/26/2021

	<u>Total Apportionment</u>	<u>INDOT</u>	<u>LOCAL</u>
<b>NHPP Program</b>	<b>\$563,573,817</b>	\$563,573,817	
NHPP Regular	\$548,880,450	\$548,880,450	
NHPP Exempt	\$14,693,367	\$14,693,367	
<b>STP Block Program</b>	<b>\$282,359,793</b>	\$82,489,758	\$199,870,035
All STP Areas	\$246,174,934	\$82,489,758	\$163,685,176
STP Off-System Bridge	\$12,903,273		\$12,903,273
TAP Any Area	\$11,640,793		\$11,640,793
TAP Areas > 200,000	\$5,356,490		\$5,356,490
TAP Areas < 200,000	\$2,853,902		\$2,853,902
TAP Areas < 5,000	\$3,430,401		\$3,430,401
RTP Regular	\$0		
<b>HSIP Program</b>	<b>\$55,623,896</b>	\$36,711,771	\$18,912,125
HSIP Regular	\$55,623,896	\$36,711,771	\$18,912,125
High Risk Rural Roads	\$0	\$0	\$0
<b>Rail/Highway Crossings</b>	<b>\$7,930,846</b>		\$7,930,846
Hazard Elimination	\$3,965,423		\$3,965,423
Protective Devices	\$3,965,423		\$3,965,423
<b>CMAQ</b>	<b>\$49,204,996</b>	\$24,809,642	\$24,395,354
CMAQ Regular	\$49,204,996	\$24,809,642	\$24,395,354
CMAQ PM 2.5 Reduction Projects	\$0	\$0	
<b>Metropolitan Planning</b>	<b>\$5,610,157</b>		
<b>75% State Planning</b>	<b>\$15,443,566</b>		
<b>25% RD&amp;TT</b>	<b>\$5,147,855</b>		
<b>National Highway Freight</b>	<b>\$35,160,835</b>	\$35,160,835	
<b>Section 164 Penalties</b>	<b>\$19,397,095</b>	\$14,547,821	\$4,849,274
<b>Redistribution of Authority</b>	<b>\$6,974,132</b>	\$6,974,132	
<b>TOTAL Formula Apportionments</b>	<b>\$1,046,426,988</b>		
Less: Planning	\$26,201,578		
Less: Rec Trails Exchange	\$1,201,709		-\$1,201,709
<b>Total To Split</b>	<b>\$1,019,023,701</b>	\$764,267,776	\$254,755,925
<b>% Share</b>		<b>75.00%</b>	<b>25.00%</b>
<b>Spending Authority</b>	<b>100.2316%</b>	\$766,037,820	\$255,345,940

**2022 Local Share of Federal Formula Apportionments -ESTIMATE**

Last Updated - 01/26/2021

Spending Authority  
100.2316%

<u>Group I</u>	<u>STBG</u>	<u>HSIP</u>	<u>CMAQ</u>	<u>TA</u>	<u>Section 164</u>		<u>Spending Authority</u>
					<u>Penalty</u>	<u>FY 22 Target</u>	
Indianapolis	\$31,908,531	\$5,897,460	\$8,704,434	\$2,670,575	\$1,512,173	\$50,693,173	\$50,810,578
Fort Wayne	\$6,343,907	\$1,242,910	\$2,215,410	\$562,833	\$318,695	\$10,683,755	\$10,708,499
Louisville	\$2,722,322	\$555,775	\$1,105,034	\$251,674	\$142,507	\$4,777,312	\$4,788,376
South Bend	\$4,847,270	\$958,948	\$1,756,541	\$434,245	\$245,885	\$8,242,889	\$8,261,980
Northwest	\$12,383,070	\$2,337,173	\$3,711,918	\$1,058,353	\$599,277	\$20,089,791	\$20,136,319
Evansville	\$3,988,388	\$795,990	\$1,493,209	\$360,452	\$204,100	\$6,842,139	\$6,857,985
Cincinnati	\$213,879	\$40,539	\$65,294	\$18,358	\$10,395	\$348,465	\$349,272
<b>TOTAL GROUP I</b>	<b>\$62,407,367</b>	<b>\$11,828,795</b>	<b>\$19,051,840</b>	<b>\$5,356,490</b>	<b>\$3,033,032</b>	<b>\$101,677,524</b>	<b>\$101,913,009</b>
<u>Group II</u>	<u>STBG</u>	<u>HSIP</u>	<u>CMAQ</u>	<u>TA</u>	<u>Section 164</u>		<u>Spending Authority</u>
					<u>Penalty</u>	<u>FY 22 Target</u>	
Anderson	\$1,655,465	\$349,423	\$771,579	\$137,494	\$89,596	\$3,003,557	\$3,010,513
Bloomington	\$2,992,243	\$430,795		\$169,513	\$110,460	\$3,703,011	\$3,711,587
Elkhart/Goshen	\$2,824,195	\$568,700	\$1,125,920	\$223,776	\$145,821	\$4,888,412	\$4,899,734
Kokomo	\$1,712,395	\$246,535		\$97,008	\$63,214	\$2,119,152	\$2,124,060
Lafayette	\$4,068,116	\$585,689		\$230,461	\$150,177	\$5,034,443	\$5,046,103
Muncie	\$1,707,177	\$359,125	\$787,256	\$141,311	\$92,083	\$3,086,952	\$3,094,101
Terre Haute	\$1,752,861	\$367,697	\$801,108	\$144,684	\$94,281	\$3,160,631	\$3,167,951
Columbus	\$1,512,770	\$217,794		\$85,699	\$55,845	\$1,872,108	\$1,876,444
Michigan City	\$1,188,287	\$261,771	\$629,937	\$103,004	\$67,121	\$2,250,120	\$2,255,331
<b>TOTAL GROUP II</b>	<b>\$19,413,509</b>	<b>\$3,387,529</b>	<b>\$4,115,800</b>	<b>\$1,332,950</b>	<b>\$868,598</b>	<b>\$29,118,386</b>	<b>\$29,185,824</b>
<b>TOTAL RURAL</b>	<b>\$47,984,871</b>	<b>\$3,695,801</b>	<b>\$1,227,714</b>	<b>\$4,951,353</b>	<b>\$947,644</b>	<b>\$58,807,383</b>	<b>\$58,943,581</b>
<b>SUB TOTAL</b>	<b>\$129,805,747</b>	<b>\$18,912,125</b>	<b>\$24,395,354</b>	<b>\$11,640,793</b>	<b>\$4,849,274</b>	<b>\$189,603,293</b>	<b>\$190,042,414</b>
<b>STBG (DISCRETIONARY)</b>						<b>\$32,677,720</b>	<b>\$32,753,402</b>
<b>RAIL/HIGHWAY CROSSINGS</b>						<b>\$7,930,846</b>	<b>\$7,949,214</b>
<b>TRANSPORTATION ALTERNATIVES (FLEX AREAS)</b>						<b>\$11,640,793</b>	<b>\$11,667,753</b>
<b>STBG OFF-SYSTEM BRIDGES</b>						<b>\$12,903,273</b>	<b>\$12,933,157</b>
<b>GRAND TOTAL</b>						<b>\$254,755,925</b>	<b>\$255,345,940</b>

Group 1 MPO CRRSAA table

Indianapolis	\$13,398,652
Fort Wayne	\$2,823,811
Louisville	\$1,262,685
South Bend	\$2,178,668
Northwest	\$5,309,908
Evansville	\$1,808,438
Cincinnati	\$92,102

# **APPENDIX B**



# HOW TO EXPLORE STIP PROJECT LISTING

The STIP has over 1,000 projects sorted by different counties of Indiana. There is also a county called "Various" which list projects that are listed in multiple counties.

## Instructions:

If text (or screen size) for viewing course content needs to be increased or decreased, use the following tips to:

Increase - Hold down the Ctrl (Ctrl) button on the keyboard, then push the Plus Sign (+) button.

Decrease - Hold down the Ctrl (Ctrl) button on the keyboard, then push the Minus Sign (-) button.

To search the STIP by County or Route Number, hover your mouse in the lower part of the page and press Ctrl-F. A small search box will appear in the upper right-hand side of the page.

Type in the County or Route Number and click. The project's page number will appear. To locate the specific page by using the up or down arrows. Also, the County or Route Number will be highlighted.

## How to Read the Project Listing:

**Sponsor** – The project's sponsor is the agency or local government agency responsible for the development of the project.

**CONTRACT #/Lead DES**– This stands for Contract number and Lead Designation (DES) number which is a unique project number used by INDOT to track a project from proposal thru construction. (Hint: The DES prefix "17" meaning this project was created in calendar year of 2017.)

**STIP NAME** – This identifies when projects were placed into the STIP.

Init.	(Initial )	initial pull to create the STIP.
A	(Amendment)	and a number represent which amendment.
M	(Modification)	and a number represent which modification.

**Route** - This denotes the route number.

IR	(Inventory Route or County Road)	are county or local street.
ST	(City Streets)	are county or local street.
SR	(State Road).	
US	(U. S. Highway).	
I	(Interstate).	

**Work Type** - This describes the improvement to be completed. The improvements include but are not limited to: bridge rehabilitation, road resurfacing, added capacity projects, bicycle pedestrian paths, etc.

**Location** - This category provide a brief description of the location of the improvement project.

**District** – Indiana is divided into six districts; two northern (LaPorte and Ft Wayne), two central (Crawfordsville and Greenfield) and two southern (Vincennes and Seymour). Most counties are located within a single district.

**Miles** – This is the length of the project per its description.

**Federal Category** – see FUNDING PROGRAMS section on pages 30-35.

CMAQ	Congestion Mitigation/Air Quality
DEM	Demonstrate
FLAP	Federal Lands Highway Program
NHPP	National Highway Performance Program
Multiple	More than one (i.e. could be HSIP and CMAQ)
RTP	Recreational Trail) Safety – Highway Safety Improvement Program (HSIP)
STBG	Surface Transportation Block Grant Program
TAP	Transportation Alternatives.
TRANSIT	Transit Administration Programs

**Total Cost of Projects** - This category provides an estimated total overall project cost, or a project cost range, which may extend beyond the four years of the STIP. All projects that do not have the construction (CN) in a TIP or STIP will have this column completed. Estimated total costs of project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

**Program** provides detailed level of funding for the project such bridge consulting vs. bridge construction.

**Phase** – This denotes the preliminary engineering, right of way and construction timeline and estimated costs.

CN	Construction.
PE	Preliminary Engineering.
RW	Right-of-Way.

**Federal** – Fiscal amount provided by federal government.

**Match** – Fiscal amount to be provided by the local or state.

**2022, 2023, 2024, 2025** Year project phase anticipated to occur.

**2026** is illustrative meaning funds are not currently eligible for federal funding.