



AGENDA
COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)
TECHNICAL COMMITTEE
WEDNESDAY, AUGUST 7, 2024 AT 9:00 AM
CONFERENCE ROOM 4 – GROUND FLOOR, CITY HALL
123 WASHINGTON STREET, COLUMBUS, INDIANA

ROLL CALL

MINUTES

- A. Minutes of the May 1, 2024 Meeting

REPORTS

- B. Project Updates – County / City Engineers
- C. MPO Director's Report

OLD BUSINESS REQUIRING A RECOMMENDATION TO THE POLICY BOARD

None

NEW BUSINESS REQUIRING A RECOMMENDATION TO THE POLICY BOARD

- D. Resolution 2024-05: Amendments to the 2024-2028 Transportation Improvement Program
- E. Resolution 2024-06: Amendments to the CY 2023-2024 UPWP: Adding remaining 2023 federal money for bike counters, intersection study, and Flood Risk Management Plan

DISCUSSION ITEMS

- F. Administrative Amendment to the 2024-2028 Transportation Improvement Program: Talley Road right-of-way moving from 2024 to 2025
- G. An agreement for cooperative action between the City of Columbus, Bartholomew County, and the Town of Edinburgh

ADJOURNMENT

The Technical Committee meeting is open to the public. If you should require an accommodation to participate in the meeting, please contact the Planning Department at least 3 business days before the meeting.

MINUTES
COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)
TECHNICAL ADVISORY COMMITTEE
WEDNESDAY, MAY 1, 2024 AT 9:00 AM

Members Present: Andrew Beckort (Chair), Danny Hollander (Vice-Chair), Steve Norman, Jeff Bergman, Jeff Lucas, Damon Brown (INDOT).

Staff Present: Laura Thayer (CAMPO Director), Ashley Beckort (Planning Department)

Mr. Beckort opened the meeting with the roll call.

MINUTES

Mr. Beckort called for a motion to approve the minutes of the November 8, 2023 meeting. Mr. Hollander moved to approve the minutes. The motion was seconded by Mr. Norman, Bergman abstained, motion carried.

REPORTS

Project Update: County Engineer – Mr. Hollander reported that on Lowell Road they are working on right-of-way. Tannehill is looking at getting an RFP to get a PE. For the Bridge for Lowell, they are working around the ramp access to the river.

Project Update: City Engineer – Mr. Beckort reported on the Lowell Road 2 project that utilities are in the way and construction to start mid-May. For Talley Road, plans for right-of-way underway, the question is how they are going to pay for it, either split Talley into phases or maybe push Lowell.

MPO Director's Report – Ms. Thayer indicated there was nothing to report.

OLD BUSINESS REQUIRING A RECOMMENDATION TO THE POLICY BOARD

None

NEW BUSINESS REQUIRING A RECOMMENDATION TO THE POLICY BOARD

Resolution 2024-04: Consideration of an Application for Membership in the Citizens Advisory Committee

Ms. Thayer presented the application for Austin Guse to join the Citizens Advisory Committee (CAC). After a discussion about pausing the CAC meetings, the technical committee agreed to postpone this vote.

Resolution 2024-05: Amendments to the 2024-2028 Transportation Improvement Program

Ms. Thayer presented 2 amendments, which were for INDOT projects. These included repair and preplacing lights and adding raised pavement markings. Mr. Brown indicated the lights were to upgrade the overhead illumination to LEDs. Further, the raising pavement markings are typically on a three to four-year cycle. Lastly, these items had a new letting date of October 9, 2024. After a discussion of the proposed changes, Mr. Beckort called for a motion. Mr. Hollander moved to recommend approval for the proposed TIP amendment. Mr. Bergman seconded the motion which was approved unanimously by 6-0.

Resolution 2024-06: Amendments to the 2024-2028 Transportation Improvement Program for Tannehill Bridge

Ms. Thayer provided a memo to the board to explain the proposed amendment. Bartholomew County has applied for funding to replace the Tannehill Bridge over Driftwood River. INDOT has requested that the project be added to the TIP. Ms. Thayer further indicated that this project is consistent with the 2021 Metropolitan Transportation Plan. After a discussion, Mr. Beckort called for a motion. Mr. Bergman moved to recommend approval to add the Tannehill Bridge to the TIP. The motion was seconded by Mr. Lucas and approved by a vote of 6-0.

DISCUSSION ITEMS

None.

ADJOURNMENT: 9:40 AM

These minutes approved at the Technical Committee meeting on _____.

Andrew Beckort, Chair

Danny Hollander, Vice-Chair



MEMORANDUM

TO: CAMPO Technical Committee and Policy Board

FROM: Ashley Beckort

DATE: July 26, 2024

RE: *Resolution 2024-05: Amendments to the 2024-2028 Transportation Improvement Program*

INDOT has provided a list of 8 STIP amendments for review and inclusion into the CAMPO TIP. See attached for the spreadsheet from INDOT and see below for some additional information.

DES 2000505 - Taylorsville Truck Parking:

This is an existing project. According to INDOT, the cost estimate for construction has increased due to conversion/modernization and also requires additional efforts of the professional services/design, as noted below. Therefore, the CN and PE are increasing.

- Addition of vending buildings to the truck parking lots in both bounds
- Addition of RWIS (road weather info system) to the truck parking lot
- Modify exit and entrance ramp shoulders
- Provide noise analysis
- Design the limits of noise wall
- Asbestos testing of existing buildings

Other INDOT Projects:

There are 6 statewide projects that need to be added into the TIP.

These four are all for PE (Professional Engineering) work and will not have CN (construction), RW (Right-of-way), or UT (Utility).

1. Environmental Services Post-Construction Best Management Practices Program Implementation / MS4 MCM5 – Various Locations
2. Engineering On-call Consultant Plan Review Services O220501 Various Locations
3. Bridge Load Rating Analysis Various Locations
4. Emergency Bridge Rehab Design Services Various Location

These two are for various locations in Seymour District for CN (construction):

5. Traffic Signals Modernization
6. Raised Pavement Markings, Refurbished

Sponsor	DES	Route	Work Type	Location	County	District	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2023	2024	2025	2026	2027	2028	Estimated Cost Left to Complete Project	Remarks	Letting Date	MPO	Start Lat	Start Long	End Lat	End Long
INDOT	2000505	I-65	Rest Area Modernization	Taylorsville Truck Parking Conversion	Bartholomew	Seymour	NHPP	Statewide	PE	\$1,350,621.56	\$0.00	\$1,100,951.00	\$58,310.76	\$191,359.80				\$29,620,789.80	no assigned letting date but is in FY2025		CAMPO	39 16 39.4145	-85 57 21.985	39 16 39.4145	-85 57 21.985
INDOT	2000505	I-65	Rest Area Modernization	Taylorsville Truck Parking Conversion	Bartholomew	Seymour	NHPP	Statewide	CN	\$29,429,430.00	\$0.00			\$29,429,430.00				\$29,620,789.80	no assigned letting date but is in FY2025		CAMPO	39 16 39.4145	-85 57 21.985	39 16 39.4145	-85 57 21.985
INDOT	2101642	MIS	Other Type Project (Miscellaneous)	Environmental Services Post-Construction Best Management Practices Program Implementation / MS4 MCM5 – Various Locations	Various	Multiple	NHPP	Statewide	PE	\$1,756,480.00	\$1,411,920.00		\$972,800.00	\$1,088,300.00	\$1,107,300.00			\$3,168,400.00	add new PE work	n/a	CAMPO	-	-	-	-
INDOT	2201241	VARI	Other Type Project (Miscellaneous)	Engineering On-call Consultant Plan Review Services O220501 Various Locations	Various	Multiple	NHPP	Statewide	PE	\$6,000,000.00	\$5,800,000.00		\$4,300,000.00	\$4,750,000.00	\$2,750,000.00			\$11,800,000.00	add new PE work	n/a	CAMPO	-	-	-	-
INDOT	2300597	MIS	Other Type Project (Miscellaneous)	Bridge Load Rating Analysis Various Locations	Various	Multiple	BR	Statewide	PE	\$4,800,000.00	\$5,200,000.00		\$4,000,000.00	\$3,000,000.00	\$3,000,000.00			\$10,000,000.00	add new PE work	n/a	CAMPO	-	-	-	-
INDOT	2300598	MIS	Bridge Inspections	Emergency Bridge Rehab Design Services Various Location	Various	Multiple	BR	Bridge	PE	\$600,000.00	\$150,000.00			\$750,000.00				\$750,000.00	add new PE work	n/a	CAMPO	-	-	-	-
INDOT	2301236	VA	Traffic Signals Modernization	Various locations in the Seymour District	Various	Seymour	HSIP	Safety	CN	\$3,155,895	\$350,655						\$ 3,506,550	\$ 3,506,550	Add \$3,506,550 of CN funds in FY 28. New project	12/08/27	CAMPO				
INDOT	2301237	VA	Raised Pavement Markings, Refurbished	Various locations in the Seymour District	Various	Seymour	HSIP	Safety	CN	\$752,513	\$83,613						\$ 836,126	\$836,126	Add \$836,126 of CN funds in FY 28. New project	02/09/28	CAMPO				

RESOLUTION 2024-05

RESOLUTION TO AMEND THE FY 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization for the City of Columbus and Bartholomew County; and

WHEREAS, development of the TIP, listing all federally funded and regionally significant transportation projects is a requirement of the U.S. Department of Transportation; and

WHEREAS, INDOT has specific maintenance and improvement projects on their state-owned facilities which are in the CAMPO planning area (Bartholomew County) and thus must be in the TIP if federal funds are to be expended on these projects; and

WHEREAS, the TIP is developed by CAMPO staff for the Policy Board, and

NOW THEREFORE BE IT RESOLVED that the CAMPO Policy Board adopts amendments to the FY 2024-2028 TIP.

Approved on August 12, 2024

Tom Finke, Chair

Ashley Beckort, CAMPO Manager



MEMORANDUM

TO: CAMPO Technical Committee and Policy Board

FROM: Ashley Beckort

DATE: July 26, 2024

RE: *Resolution 2024-06: Amendments to the CY 2023-2024 UPWP: Adding remaining 2023 federal money for bike counters, intersection study, and Flood Risk Management Plan*

The Unified Planning Work Program (UPWP) lists the work activities to be performed by CAMPO during a two-year period. The UPWP is prepared by CAMPO in cooperation with the City of Columbus, Bartholomew County, INDOT and FHWA. This UPWP is for CY 2023-24. The original document was approved November 14, 2022 with amendments February 13, 2023 (revising unspent funds) and November 13, 2023 (for the 2024 update).

The proposed amendment is intended to include the unspent 2023 federal money from PO#0020098566, estimated as \$125,467 as of December 31, 2023, into the 2024 budget. The 2024 budget has been updated to include this unspent PO, as well as, an increase in the local match. These additional funds are intended to be used on: (1) additional consulting money for a City of Columbus safety audit of 5 top crash intersections, (2) additional consulting money for an update to the Columbus Flood Risk Management Plan, and (3) additional money to purchase 4 new bicycle and pedestrian counters. (see p. 20 for details about the projects)

The attached document is the proposed UPWP addressing the new funds and including the appropriate project descriptions. Any changes are highlighted in yellow.



Unified Planning Work Program

CY 2023-2024

Approved November 14, 2022

Amended February 13, 2023

2024 Update, Approved November 13, 2023

Amended August 12, 2024

RESOLUTION 2024-06

RESOLUTION AMENDING THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION UNIFIED PLANNING WORK PROGRAM FOR CALENDAR YEAR 2024

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization for the City of Columbus and Bartholomew County; and

WHEREAS, as a recipient of U.S. Department of Transportation funds, CAMPO is required to develop a Unified Planning Work Program (UPWP) describing projects and activities for the two-year planning period, and

WHEREAS, The Policy Board adopted a UPWP for 2023 and 2024 on November 14, 2022, and

WHEREAS, the Policy Board approved a resolution to the UPWP on November 12, 2023 to reflect proposed changes to the CAMPO work plan and budget for 2024, and

WHEREAS, the CAMPO Technical Committee voted to recommend approval to the amendment UPWP at their meeting of **August 7, 2024**, and

WHEREAS, the Policy Board approved this resolution to the UPWP, to add additional funding and tasks to the CAMPO budget and work plan for 2024, and

WHEREAS, the Policy Board gives the CAMPO Director permission to make changes to the CY 2023-2024 UPWP amendment if any are required by FHWA, FTA, and INDOT after their review, and requests that the Director notify the Policy Board of any such changes.

NOW THEREFORE BE IT RESOLVED that the CAMPO Policy Board adopts this amendment to the CY 2023-2024 UPWP as shown in the attachment to this resolution.

Approved on August 12, 2024

Tom Finke, Chair

Ashley Beckort, CAMPO Manager

RESOLUTION 2023-15

RESOLUTION AMENDING THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION UNIFIED PLANNING WORK PROGRAM FOR CALENDAR YEAR 2024

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization for the City of Columbus and Bartholomew County; and

WHEREAS, As a recipient of U.S. Department of Transportation funds, CAMPO is required to develop a Unified Planning Work Program (UPWP) describing projects and activities for the two-year planning period, and

WHEREAS, The Policy Board adopted a UPWP for 2023 and 2024 on November 14, 2022, and

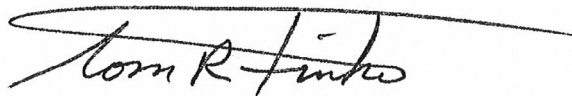
WHEREAS, The Policy Board approved this resolution to the UPWP, which is required to reflect proposed changes to the CAMPO work plan and budget for 2024, and

WHEREAS, the CAMPO Technical Committee voted to recommend approval to the amendment UPWP at their meeting of November 8, 2023, and

WHEREAS, the Policy Board gives the CAMPO Director permission to make changes to the CY 2023-2024 UPWP amendment if any are required by FHWA, FTA, and INDOT after their review and requests that the Director notify the Policy Board of any such changes.

NOW THEREFORE BE IT RESOLVED that the CAMPO Policy Board adopts this amendment to the CY 2023-2024 UPWP as shown in the attachment to this resolution.

Approved on November 13, 2023



Tom R. Finke, Chair



Laura Thayer, CAMPO Director

RESOLUTION 2023-04

RESOLUTION AMENDING THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION UNIFIED PLANNING WORK PROGRAM FOR CALENDAR YEARS 2023 and 2024

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization for the City of Columbus and Bartholomew County; and

WHEREAS, As a recipient of U.S. Department of Transportation funds, CAMPO is required to develop a Unified Planning Work Program (UPWP) describing projects and activities for the two-year planning period, and

WHEREAS, The Policy Board adopted a UPWP for 2023 and 2024 on November 14, 2022, and

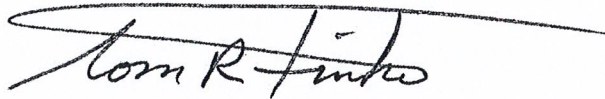
WHEREAS, approval of this amendment to the UPWP is required to reflect proposed changes in the CAMPO work plan and budget for 2023, and

WHEREAS, the CAMPO Technical Committee voted to recommend approval to amend the UPWP, and

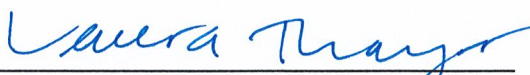
WHEREAS, the Policy Board gives the CAMPO Director permission to make changes to the CY 2023-2024 UPWP amendment that are required by FHWA, FTA, and INDOT after their review, and requests that the Director notify the Policy Board of any such changes.

NOW THEREFORE BE IT RESOLVED that the CAMPO Policy Board adopts this amendment to the CY 2023-2024 UPWP as shown in the attachment to this resolution.

Adopted on February 13, 2023



Tom Finke, Chair



Laura Thayer, CAMPO Director

RESOLUTION 2022-16

**RESOLUTION ADOPTING THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
FOR CALENDAR YEARS 2023 & 2024**

WHEREAS, the Columbus Area Metropolitan Planning Organization is the designated Metropolitan Planning Organization responsible for transportation planning in the Columbus and Bartholomew County Area, and

WHEREAS, as a recipient of U.S. Department of Transportation funds, CAMPO is required to develop a Unified Planning Work Program (UPWP) describing projects and activities for the two-year planning period, and

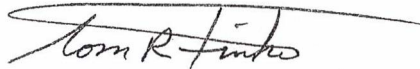
WHEREAS, the CAMPO Director has prepared the draft CY 2023-2024 UPWP which must be approved by the Policy Board, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) before taking effect; and

WHEREAS, the Policy Board gives the CAMPO Director permission to make changes to the 2023-2024 UPWP that are required by the FHWA, the FTA, and the INDOT after their review, and requests that the Director notify the Policy Board of any such changes.

WHEREAS, this Resolution has been reviewed and recommended for approval by the Technical Advisory Committee.

NOW THEREFORE BE IT RESOLVED by the Policy Board of the Columbus Area Metropolitan Planning Organization that the presented UPWP for calendar years 2023 and 2024 is hereby accepted and adopted.

Approved November 14, 2022



Tom R. Finke, Chair



Laura Thayer, CAMPO Director

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Introduction

The Columbus Area Metropolitan Planning Organization was designated by the Governor of Indiana in 2004. Metropolitan Planning Areas are established in urbanized areas of 50,000 or more in population and participate in a continuing, comprehensive, and cooperative (3-C) planning process as mandated by Federal law. In order to receive Federal Highway Administration and Federal Transit Authority funds for transportation projects, MPOs must continue to be certified in the 3-C planning process.

The UPWP lists the work activities to be performed by CAMPO during the two-year period of the plan, CY 2023-24. The UPWP is prepared by CAMPO in cooperation with the City of Columbus, Bartholomew County, INDOT and FHWA. The UPWP represents an ongoing planning effort which encourages collaborative planning among agencies, connects transportation and land use planning, and provides a basis for state and federal funding in the Metropolitan Planning Area (MPA). For a map of CAMPO's MPA, see Appendix A.

Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (Pub. L. No. 117-58), signed into law on November 15, 2021, currently guides Federal transportation policy and programs for Metropolitan Transportation Planning Organizations (MPOs). The IIJA provides long-term funding certainty for surface transportation infrastructure planning and investment. The transportation planning process must address the 11 planning factors included in the Infrastructure Investment and Jobs Act (IIJA) and previously outlined in the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce, or mitigate, the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

CAMPO Organization

The Policy Board is the decision-making body for CAMPO, and is composed of elected and appointed officials from local government agencies, and representatives of INDOT, FHWA, and FTA. The Technical Advisory Committee reviews and makes recommendations on proposals that will be considered by the Policy Board. The members of the Technical Advisory Committee are representatives of local agencies and organizations that have expertise and an interest in various modes of transportation or transportation-related fields. The Citizens Advisory Committee represents the public interest in the transportation planning process and serves a variety of purposes, including getting information out to the public through organizations and neighborhood groups, reviewing and commenting on proposals to the Policy Board, and recommending policies. See Appendix B for a list of CAMPO Board and Committee Members.

CAMPO Stakeholders

CAMPO maintains an email list of area stakeholders with an interest in transportation. Stakeholders receive information about meetings and events, and are encouraged to participate in projects and issues that may impact their interests. A complete list of stakeholders is included in the Public Participation Plan (PPP), which is posted on the CAMPO website at <https://www.columbus.in.gov/planning/campo-other>.

FHWA/FTA Planning Emphasis Areas

The Federal Highway Administration and the Federal Transit Authority develop Planning Emphasis Areas (PEAs) for MPOs to use in preparing their UPWPs. The purpose of the PEAs is to focus efforts on implementing the programs of the Fixing America's Surface Transportation Act (FAST ACT). The PEAs for CY 2024 are:

National Areas of Focus

- Tackling the Climate Crisis -Transition to a Clean Energy Resilient Future (National)
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

Local Areas of Focus:

- TIP/STIP Process Review
- Metropolitan Planning Area & Urbanized Area Boundaries

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, identify projects and strategies to reduce emissions, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit [FHWA's BIL Climate/Resilience](#), [FHWA's Sustainable Transportation](#) or [FTA's Transit and Sustainability Webpages](#) for more information.

¹ (See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure [meaningful public involvement](#) in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in [Executive Order 13985](#) and

[Executive Order 14008](#)² our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

[Executive Order 13985 \(Advancing Racial Equity and Support for Underserved Communities\)](#) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and

speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. [The 64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). The FHWA Indiana Division and FTA Region V Office encourage the MPOs and INDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with FLMA's in the transportation planning and project programming process

on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies can focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. The FHWA Indiana Division and FTA Region 5 Office encourage INDOT, the MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

TIP/STIP Development and Maintenance

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e., amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT and the MPOs coordinate and work together to jointly formulate, and implement, a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p). In addition, the FHWA Indiana Division Office and FTA Region V Office strongly encourage INDOT to develop internal procedures for coordination, communication, and documentation regarding project changes that need to be reflected in the TIP/STIP prior to authorization of federal funds. Project cost estimation practices, as well as procedures to address and/or document inflation in the project estimates, should be reviewed in consultation with the MPOs and other stakeholders (as needed).

Metropolitan Planning Area & Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare updates to the MPA Boundaries as well as any adjusted UA Boundaries as a result of the 2020 Census data. Information regarding the schedule and process for updating MPO boundaries can be found at

https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/schedule. INDOT and the MPOs should also work together to review any funding programs/allocations that may need to be revised in light of the boundary adjustments.

MPO Budget for Calendar Years 2023-2024

CY 2023 Budget Summary Table

The table below shows the budget for CY 2023, based on allocated federal funds in the amount of \$197,695. Including the local match of \$49,424, the total is \$247,119.

Work Element	Description	Federal Share	Local Share	Total Budget
100	Administration & Public Participation	\$72,000	\$18,000	\$90,000
200	Data Collection & Analysis	\$23,634	\$5,909	\$29,542
300	Short Range Planning & Management Systems	\$28,061	\$7,015	\$35,076
400	Long Range Planning	\$20,239	\$5,000	\$25,000
500	Transit & Active Transportation	\$32,000	\$8,000	\$40,000
600	Other Planning Initiatives & Special Projects	\$21,761	\$5,500	\$27,501
Total	All Planning Activities	\$197,695	\$49,424	\$247,119

CY 2024 Budget Summary Table

The table below shows the CAMPO planning budget for CY 2024. The federal share is \$367,096, which includes a set-aside amount of \$7,342. The local share totals \$91,774 and includes a set-aside match of \$1,835. The Infrastructure Investment and Jobs Act requires at least 2.5% on planning activities intended to increase safe and accessible transportation options. The set-aside is identified by budget code Y410, and will be used to fund bicycle and pedestrian counters.

<i>Original 2024 UPWP (Approved November 2023)</i>						
Work Element	Description	Federal Share	Local Share	Federal Set-aside	Local Share of Set-aside	Total Budget
100	Administration & Public Participation	\$88,000	\$22,000	0	0	\$110,000
200	Data Collection and Analysis	\$28,000	\$7,000	0	0	\$35,000
300	Short Range Planning and Management Systems	\$33,629	\$8,407	0	0	\$42,036
400	Long Range Planning	\$24,000	\$6,000	0		\$30,000
500	Transit & Active Transportation	\$35,143	\$8,786	\$4,857	\$1,214	\$50,000
600	Other Planning Initiatives and Special Projects	\$28,000	\$7,000	0	0	\$35,000
	All Planning Activities	\$236,772	\$59,193	\$4,857	\$1,214	\$302,036
<i>Amended 2024 UPWP (Amended August 2024)</i>						
Work Element	Description	Federal Share	Local Share	Federal Set-aside	Local Share of Set-aside	Total Budget
100	Administration & Public Participation	\$88,320	\$22,080	0	0	\$110,400
200	Data Collection and Analysis	\$52,000	\$13,000	0	0	\$65,000
300	Short Range Planning and Management Systems	\$33,629	\$8,407	0	0	\$42,036
400	Long Range Planning	\$76,716	\$19,179	0	0	\$95,895
500	Transit & Active Transportation	\$56,658	\$14,165	\$7,342	\$1,835	\$80,000
600	Other Planning Initiatives and Special Projects	\$52,431	\$13,108	0	0	\$65,539
	All Planning Activities	\$359,754	\$89,939	\$7,342	\$1,835	\$458,870

Amendments and Modifications to the 2023-2024 UPWP

Amendments and Modifications to this document will be recorded on this page.

An amendment is required for significant changes in an element of the work plan, or in the UPWP budget. Amendments must be approved by the Policy Board at a public meeting before they can take effect. Modifications are defined as minor changes to a planning activity or the budget. These types of changes may be approved by the CAMPO director. The Policy Board and the public must be notified of any modifications.

February 13, 2023

This amendment revises the amount of unspent funds which were carried over from 2022 to 2023. The amount to be carried over has been increased to \$45,753 based on the actual amount remaining after all expenditures for 2022 (see page 19). The original carryover amount was estimated at \$12,499.

September 19, 2023

This amendment increases the amount of funding for 2024, the second year of the UPWP. The amount was originally estimated as \$247,119 and has been changed to \$302,036 due to additional federal funding.

August 12, 2024

This amendment is intended to include the unspent 2023 federal money from PO# 0020098566, estimated as \$125,467 as of December 31, 2023, into the 2024 budget. The 2024 budget has been updated to include this unspent PO, as well as, an increase in the local match. These additional funds are intended to be used on: (1) additional consulting money for a City of Columbus safety audit of 5 top crash intersections, (2) additional consulting money for an update to the Columbus Flood Risk Management Plan, and (3) additional money to purchase 4 new bicycle and pedestrian counters. (see p. 20 for details about the projects)

Work Elements

Task 100: Administration & Public Participation

CAMPO will administer and facilitate the continuing, cooperative, and comprehensive Transportation Planning Process. This includes facilitating quarterly and special meetings of the Policy Board, Technical Advisory Committee and Citizens Advisory Committee and providing support to those bodies; communicating with elected officials and providing information to the public on transportation issues; and working collaboratively with Local Public Agencies (LPAs), the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), the Federal Transit Authority (FTA), and the Indiana MPO Council to seek improvements and efficiencies in the transportation planning process. CAMPO staff will administer FHWA and FTA planning grants associated with the UPWP, and will report the progress and financial status of projects to the Policy Board.

CAMPO's Public Participation Plan was initiated in 2023 and will be adopted in 2024. The plan will ensure that the public has a variety of opportunities to access information and provide comments throughout the transportation planning process. CAMPO notifies the public about opportunities to participate in the planning process through media releases, postings on the CAMPO website and, and distribution of information through a transportation interest email list. Public participation takes place in a variety of ways, including social media, public meetings, open houses, and stakeholder workshops.

Task 200: Data Collection & Analysis

CAMPO, in conjunction with the City of Columbus and Bartholomew County, conducts traffic volume counts within the Metropolitan Planning Area based on need. These counts are entered into a database and are available to local engineers and planners. Annual crash data reports are produced by the City of Columbus and Bartholomew County. These reports analyze data by crash type, frequency, location, and other factors, and identify areas for safety improvements. CAMPO supports these activities by making crash data available to the City and County, and providing assistance in acquiring traffic counting equipment.

In addition to crash data and traffic counts, CAMPO collects and analyzes the following data:

- Transit ridership
- Census and demographic data
- Bicycle and Pedestrian counts
- Geographic and spatially related data
- Other data as needed for various plans and studies, and to meet federal and state regulations

CAMPO is supporting the City of Columbus in conducting a safety audit of their top 5 crash intersections. The audit is intended to gather data on existing conditions to identify and mitigate safety issues and reduce the severity of crashes. Further, this audit will look for opportunities to integrate multimodal safety strategies and proven safety countermeasures.

Task 300: Short Range Planning & Management Systems

The Transportation Improvement Program (TIP) is a short range plan that covers a five-year period and is developed for the purpose of implementing the Metropolitan Transportation Plan (MTP). The TIP is updated every two years, and was last updated for Fiscal Year 2024-2028 period. All federal-aid projects must be included in the TIP, as well as other projects of regional significance. The adopted TIP must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT). CAMPO coordinates with Local Public Agencies and State and Federal partners to develop and administer the TIP, including processing amendments, and conducting Quarterly Project Tracking meetings.

Task 400: Long Range Planning

CAMPO is required to maintain a Metropolitan Transportation Plan with a minimum horizon of 20 years. This plan is updated at least every five years. CAMPO updated its MTP in 2021 utilizing its TDM. Development of the plan relied heavily on scenario modeling and public input. Goals, Objectives and Performance Measures developed for the plan relate to economic vitality, accessibility and quality of life, multi-modal connectivity, safety and efficiency, preservation and maintenance, and coordination throughout the MPA.

Task 500: Transit & Active Transportation

The City of Columbus operates a transit system consisting of five routes. The CAMPO director is a member of the City's Transit Advisory Committee, and the transit coordinator is member of CAMPO's Technical Advisory Committee. CAMPO and ColumBUS Transit conducted a Transit Route study in 2018 and 2019 with the goals of improving service, re-locating the transit hub, and coordinating with bicycle and pedestrian facilities. Since the completion of that plan, there have been changes in transit ridership, and the identification of needs that are not being met. To address these issues, CAMPO will support a study by ColumBUS Transit to determine whether different types of services and vehicles, which would better meet community needs, should be offered. It is anticipated that this study will be initiated in early 2024.

CAMPO is represented on the City's Bicycle Pedestrian Implementation Team (BPIT), and the Bartholomew Consolidated School Corporation's Safe Routes to School (SRTS) Task Force. These two organizations are active in ensuring safe access for bicyclists and pedestrians on new and existing facilities. The SRTS Task Force is also involved in bike education for students, and community awareness events. CAMPO supports BPIT and SRTS annual events including Bike to Work Day and Bike to School Day in May, and Walk to School Day in October.

Task 600: Special Studies

CAMPO's Title VI Implementation Plan will be updated in 2024.

The Columbus Flood Risk Management will be updated in 2024. (see p. 20 for project detail)

Work Program Specific Products for 2023 & 2024

Work Program Products Completed in 2023

- Annual Completion Report
- Annual List of Obligated Projects
- Cost Allocation Plan
- Update of MOU between the CAMPO, IMPO, and MCCOG
- Unified Planning Work Program (2023-2024 Update)
- Delineation of 2020 Census Boundaries (Urban Area and Planning Area)
- Transportation Improvement Program (SFY 2024-2028)

The CAMPO Policy Board approved the five-year Transportation Improvement Program (TIP) on May 8, 2023. This plan contains information on transportation facilities in Bartholomew County for state fiscal years 2024-2028. The TIP includes local projects sponsored by the City of Columbus and Bartholomew County, and INDOT projects for state and federal roads in the county. The TIP time frame follows the Indiana state fiscal year, which begins on July 1. The projects listed in the first four years are programmed and funded. The fifth year projects are considered illustrative and are expected to be programmed and funded in the next TIP update. The TIP lists all local transportation projects that use federal transportation dollars as well as transportation projects of regional significance, regardless of funding source. Projects undertaken by Columbus or Bartholomew County, as well as INDOT projects are included to ensure coordination among agencies. The TIP is frequently updated by the CAMPO Policy Board to reflect project progress, and updated costs. The TIP serves several specific purposes, including (1) implementation of the Metropolitan Transportation Plan, (2) providing transportation project information to the public, (3) establishing a coordinated schedule for transportation projects and funding, and (4) providing an overview of project costs.

Work Program Products Planned for 2024

- 2025-2026 UPWP (by November 11, 2024)
- Annual Completion Report (by March 31, 2024)
- Annual List of Obligated Projects (by September 30, 2024)
- Cost Allocation Plan (by October 15, 2024)

Title VI Plan Update

As a recipient of federal funds, CAMPO is required to maintain a Title VI Implementation Plan as part of a continual and ongoing effort to proactively meet and exceed the compliance requirements established under Title VI of the Civil Rights Act of 1964, 49 CFR § 26, and the related anti-discrimination statutes and regulations. In addition to engaging the public in this effort, CAMPO will seek input from the Human Rights Department of the City of Columbus in the development of the plan.

Estimation Completion: 3rd quarter of 2024

Public Participation Plan Update

The Public Participation Plan will be updated in 2024. It was last updated in 2018 and amended in 2020 to allow remote participation by the public during periods when in-person participation may not be feasible, such as during the COVID-19 pandemic. The 2024 update will incorporate any new requirements that were put into effect after the 2018 version was developed. CAMPO staff is updating the PPP in cooperation with the Citizens Advisory Committee. The update expected to be completed during the first quarter of 2024.

Estimation Completion: 3rd quarter of 2024

Travel Demand Model Update

The CAMPO TDM requires updating as it is not compatible with the current version of TransCAD. The project will include:

- Updating the TDM platform to the latest TransCAD software platform (Version 9).
- Checking all the TDM components for compatibility with the updated TransCAD version.
- Updating the TDM base year socio-economic data to 2020 based on the latest 2020 Census data.
- Updating the base year transportation network by coding all the major roadway, transit, bike, and pedestrian improvement projects in the base year's transportation network.
- Calibrating and validating the new model base year.
- Updating the TDM technical documentation by incorporating all the major steps involved in the TDM update process.

Estimated Completion: 3rd quarter of 2024

City of Columbus Safety Audit

The City of Columbus will conduct a safety audit of the 5 top crash intersections. The audit is intended to identify and mitigate safety issues and reduce the severity of crashes. This audit will look for opportunities to integrate multimodal safety strategies and proven safety countermeasures.

Estimated Completion: 4th quarter of 2024

Columbus Flood Risk Management Plan Update

The City of Columbus is located in the low lands, with the rainfall from an area of over 2,000 square miles flowing through Columbus. There are 5 major tributaries which result in about 1/3 of the City of Columbus planning jurisdiction having a 1% chance of flooding in any given year as identified by the National Flood Insurance Program. There are approximately 20 major transportation routes that are routinely affected by flooding. Because of the extent of potential flooding, it is critical that local planning documents and management strategies stay up to date. This project includes the review and update of the Flood Risk Management Plan (FRMP) and the Flood Response and Evacuation Plan (FREP).

Estimated Completion: 4th quarter of 2024

Budget

CY2023 Revenues		CY2023 Expenses	
Federal Funds (80%)		Personnel	
Unspent Funds (PO# 00800-0020076982)	\$45,753	Salaried Employees	\$78,268
FHWA 2023 PL Funds	\$154,941	Hourly Employee	\$54,023
FTA 2021 5303 Funds	\$42,754	PERF (14.2%)	\$11,114
Total Federal Funds	\$243,448	FICA (7.65%)	\$10,120
		Insurance	\$16,700
		Total Personnel	\$170,225
Local Funds (20%)		Non-Personnel	
City of Columbus	\$28,917	Auto Fuel & Maintenance	\$500
Bartholomew County	\$3,213	Office & Misc. Supplies	\$350
Total Local Funds	\$32,130	Travel	\$500
		Training & Conferences	\$500
		Legal Ads, Advertising & Printing	\$1,400
		Dues & Subscriptions	\$1,690
		Machinery, Software & Peripherals ¹	\$2,392
		Bicycle and Pedestrian Counters ²	\$7,608
		Consulting ³	\$101,290
		Misc. Professional Services ⁴	\$14,900
		Legal Services	\$2,500
		Total Non-Personnel	\$133,630
Total Revenue	\$303,855	Total Expenses	\$303,855

¹ Purchase and repair of traffic counters.

² Purchase and repair of bicycle and pedestrian counters. CAMPO's count program is an important tool in prioritizing new bicycle and pedestrian facilities.

³ Consulting fees for various plans and studies including the Transit Plan described on page 16.

⁴ Cost of CAMPO's share of GIS and TransCAD services.

<i>Original 2024 UPWP (Approved November 2023)</i>			
CY2024 Revenues		CY2024 Expenses	
Federal Funds (80%)		Personnel	
		Salaried Employees	\$116,844
		Hourly Employees	\$0
FHWA 2024 PL Funds	\$194,296	PERF (14.2%)	\$16,592
FTA 2024 5303 Funds	\$47,333	FICA (7.65%)	\$8,939
Total Federal Funds	\$241,629	Insurance	\$30,310
		Total Personnel	\$172,685
Local Funds (20%)		Non-Personnel	
City of Columbus	\$54,366	Auto Fuel & Maintenance	\$500
Bartholomew County	\$6,041	Office & Misc. Supplies	\$350
Total Local Funds	\$60,407	Travel	\$500
		Training & Conferences	\$500
		Legal Ads, Advertising & Printing	\$1,000
		Dues & Subscriptions	\$1,690
		Machinery, Software & Peripherals ⁵	\$3,929
		Bicycle and Pedestrian Counters ⁶	\$6,071
		Consulting ⁷	\$97,411
		Misc. Professional Services ⁸	\$14,900
		Legal Services	\$2,500
		Total Non-Personnel	\$129,351
Total Revenues	\$302,036	Total Expenses	\$302,036

⁵ Purchase and repair of traffic counters

⁶ Purchase and repair of bicycle and pedestrian traffic counters. CAMPO's count program is an important tool in prioritizing new bicycle and pedestrian facilities.

⁷ Consulting fees for various plans and studies including the Transit Plan described on page 16, and an update of CAMPO's Travel Demand Model.

⁸ Cost of CAMPO's share of GIS and TransCAD services.

Amended 2024 UPWP (Amended August 2024)			
CY2024 Revenues		CY2024 Expenses	
Federal Funds (80%)		Personnel	
Unspent Funds (PO# 20098566) <i>as of 12/31/2023</i>	\$125,467	Salaried Employees	\$116,844
		Hourly Employees	\$0
FHWA 2024 PL Funds	\$194,296	PERF (14.2%)	\$16,592
FTA 2024 5303 Funds	\$47,333	FICA (7.65%)	\$8,939
Total Federal Funds	\$367,096	Insurance	\$30,311
		Total Personnel	\$172,686
Local Funds (20%)		Non-Personnel	
City of Columbus	\$782,596.60	Auto Fuel & Maintenance	\$500
Bartholomew County	\$9,177.40	Office & Misc. Supplies	\$350
Total Local Funds	\$91,774.00	Travel	\$500
		Training & Conferences	\$500
		Legal Ads, Advertising & Printing	\$1,400
		Dues & Subscriptions	\$1,690
		Machinery, Software & Peripherals ⁹	\$3,929
		Bicycle and Pedestrian Counters ¹⁰	\$36,071
		Consulting ¹¹	\$223,844
		Misc. Professional Services ¹²	\$14,900
		Legal Services	\$2,500
		Total Non-Personnel	\$220,289
Total Revenues	\$458,870	Total Expenses	\$458,870

⁹ Purchase and repair of traffic counters

¹⁰ Purchase and repair of bicycle and pedestrian traffic counters

¹¹ Consulting fees: Transit Plan/ Travel Demand Model/ Intersection Safety Audit/ Flood Risk Plan/ MTP Update

¹² Cost of CAMPO's share of GIS and TransCAD services.

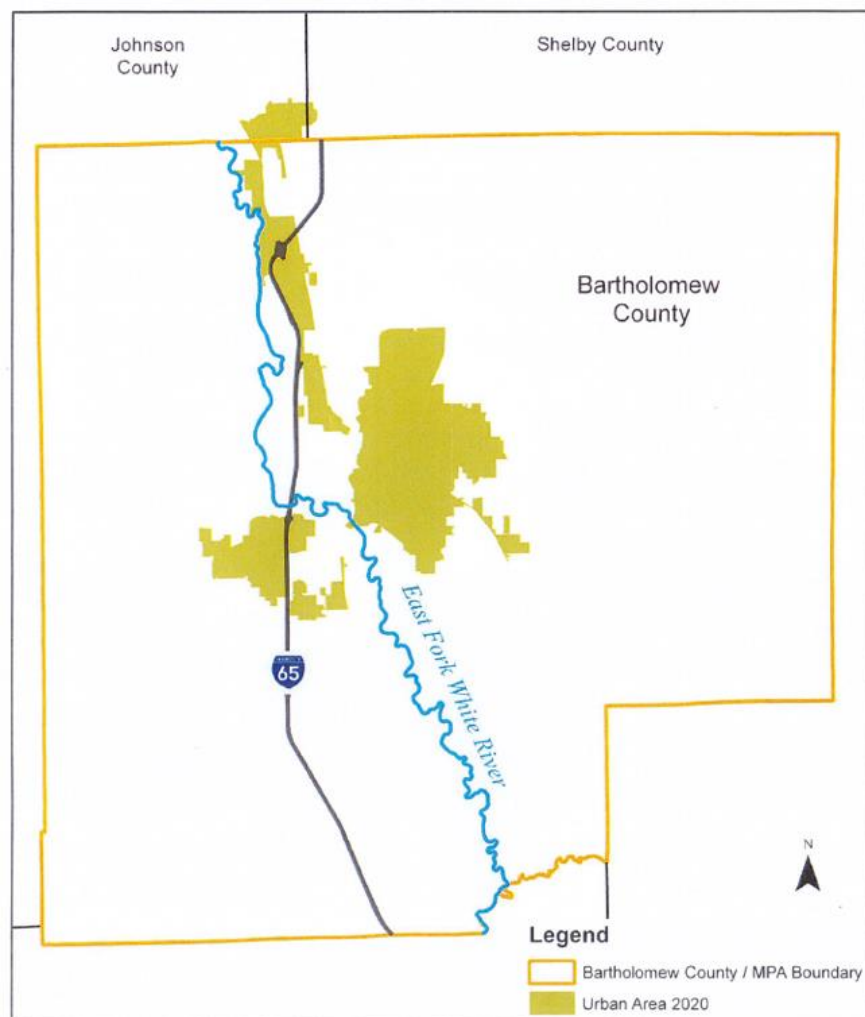
APPENDICES

Appendix A: CAMPO Metropolitan Planning Area Map

Each MPO is required to establish a Metropolitan Planning Area (MPA) that includes its Urban Area, plus the contiguous area expected to become urbanized within the 20-year forecast period of the Metropolitan Transportation Plan (MTP). The above exhibit represents the current CAMPO MPA boundary and Urban Area as determined by the 2020 Census.

The UA is based on population density and is re-evaluated after each Decennial Census. The UA is the irregular area shown in green on the map. The boundary of the MPA, shown in yellow, corresponds to the boundary of Bartholomew County.

CAMPO's MPA includes all of Bartholomew County, as well as parts of Johnson and Shelby counties. A 2015 Memorandum of Agreement, updated in 2023, shifted planning responsibilities, including air quality monitoring, for the areas in Johnson and Shelby counties to the Indianapolis MPO (IMPO). CAMPO continues to be responsible for funding projects identified for these areas.



Appendix B: CAMPO Policy Board and Committees

Policy Board

The CAMPO Policy Board consists of seven voting members and two ex-officio members. Each board member may appoint an alternate with the approval of the board. The Policy Board is CAMPO's decision-making body.

- Mary Ferdon, Mayor of Columbus
- Tom Dell, Columbus City Council
- Dennis Baute, Columbus Plan Commission
- Tony London, Bartholomew County Commissioner
- Bill Lentz, Bartholomew County Council
- Tom Finke, Bartholomew County Plan Commission
- Becky Packer, Technical Services Director, INDOT Seymour District
- Angelica Salgado, Transportation Specialist, FTA-Region 5 (non-voting)
- Patrick Carpenter, Environmental Specialist, FHWA-Indiana Division (non-voting)

Technical Advisory Committee

The Technical Advisory Committee includes 10 transportation and planning specialists from CAMPO's Metropolitan Planning Area, as well as representatives from INDOT, FHWA, and FTA. The purpose of the committee is to review amendments to the Transportation Improvement Program and other Policy Board agenda items, and to make recommendations to the board.

- Danny Hollander, Bartholomew County Engineer
- Andrew Beckort, Columbus City Engineer
- **Steve Norman**, Chief of Police, City of Columbus
- Jeff Bergman, Director, City of Columbus-Bartholomew County Planning Department
- Brian Payne, Director, Columbus Municipal Airport
- ColumBUS Transit Coordinator (position vacant)
- Roger Kelso, Utilities Engineer, Columbus City Utilities
- Jeff Lucas, Head of GIS Mapping Division, Bartholomew County Surveyor's Office
- Mark Jones, Director, Columbus Parks & Recreation
- Brett Boezeman, Director of Operations, Bartholomew County School Corporation
- Becky Packer, Technical Services Director, INDOT Seymour District
- Emmanuel Nsonwu, Transportation Planner, INDOT
- Brian Jones, Program Manager, Local Programs, INDOT Office of Transit
- Alexandria Burns, Transportation Specialist, FTA-Region 5, FTA-Region 5 (non-voting)
- Patrick Carpenter, Planning and Environmental Specialist, FHWA-Indiana Division (non-voting)

Citizens Advisory Committee

The Citizens Advisory Committee was re-established by the Policy Board in 2016. The board sought to include people with a diversity of transportation interests. This committee studies proposed plans and projects, encourages participation by other residents of the MPA, and shares information and proposals with the Policy Board. Members serve two-year terms.

- Andrea Bland
- Ricky Berkey
- David Doup
- Mahvish Ghufuran
- Lowell Engelking
- Jessica Gomez
- Greg Lewis
- Eric Riddle
- Lori Rowan
- Steve Ruble
- Paul Sowerby
- Roger Lang

CAMPO Staff

Laura Thayer, CAMPO Director *(2016-July 2024)*

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Jessie Boshell, Long-Range Planner / Bicycle and Pedestrian Coordinator

jboshell@columbus.in.gov

City of Columbus-Bartholomew County Planning Department

123 Washington Street

Columbus, IN 47201

Phone: 812-376-2550

CAMPO Website: <https://www.columbus.in.gov/planning>

Appendix C: Acronyms

3-C	Continuing, Comprehensive and Cooperative Planning Process
ADA	Americans with Disabilities Act
CAC	Citizens Advisory Committee
CAMPO	Columbus Area Metropolitan Planning Organization
CY	Calendar Year
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPO	Metropolitan Planning Organization
MPA	Metropolitan Planning Area
MTP	Metropolitan Transportation Plan
PL Funds	Planning Funds
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
TAC	Transit Advisory Committee
TC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program

Appendix D: Public Participation

UPWP Update Public Participation Opportunities

The 2023-2024 UPWP Update was available for public review and comment through the following activities as required by the Public Participation Plan:

- Posted on Planning Department website for 30-day public comment period.
- Printed copies available for review at both branches of the Bartholomew County Public Library and in the Planning Department at Columbus City Hall.
- Legal ad in *The Republic* (local newspaper of highest circulation) with date of Policy Board meeting, website address for more information about the UPWP update, and process for requesting an accommodation if needed to attend meetings.
- Email notice to Citizens Advisory Committee members and other interested parties.
- Review by the Technical Committee at a public meeting, with an opportunity for public comment.
- Presentation of the UPWP at the Policy Board meeting, with an opportunity for public comment prior to the board's consideration of the plan.

Appendix E: Performance Measures and Targets

The FHWA and FTA Transportation Performance Management framework (23 U.S.C. § 150 (b)) includes seven national goals, as follows:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability:** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** To improve the national 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 Delay:** 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 current Metropolitan Transportation Plan (MTP), adopted by the CAMPO Policy Board on November 8, 2021, includes a section on performance measures and targets (pages 78-80). In accordance with MAP-21 and FAST Act requirements, INDOT, CAMPO, and ColumBUS Transit are required to conduct Performance Based Planning and Programming based on the national goals, through the activities listed below. Coordination in setting performance measures and targets takes place through the Indiana MPO Council meetings.

- Tracking performance measures
- Setting data-driven targets for performance measures
- Selecting projects to contribute towards meeting the targets
- Developing plans
- Monitoring, evaluating, and reporting progress



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 TP
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Eric Holcomb, Governor
Michael Smith, Commissioner

September 28, 2023

Laura Thayer, Director
Columbus Area Metropolitan Planning Organization
123 Washington Street
Columbus, IN 47201

Dear Ms. Thayer,

INDOT has reviewed the CY 2024 Cost Allocation Plan presented by Columbus MPO for the period of January 1, 2024 through December 31, 2024.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your CY 2023-2024 UPWP Update for future reference. Should the indirect rates change during the CY 2024 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe 71%

Indirect 25%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Nsonwu', is written over a faint, larger signature.

Emmanuel I. Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: E. Tait
J. Mitchell
File

Certification

This is to certify that I have reviewed the indirect cost allocation plan proposal submitted herewith and to the best of my knowledge and belief:

1. All costs included in the proposal for Calendar Year 2024 to establish billing or final indirect cost rates are allowable in accordance with the requirement of the grant(s), contract(s), and agreements(s) to which they apply and the provisions of the Code of Federal Regulations, Chapter II Part 200 (2 CFR 200).
2. Unallowable costs have been adjusted for in allocating costs and indicated in the cost allocation plan.
3. This proposal complies with the requirements and standards on lobbying costs for OMB Circular A-122 or Federal Acquisition Regulations (FAR), Part 31, where such cost principles are applicable to the award.
4. All costs included in this proposal are properly allocable to Federal Awards on the basis of a beneficial or causal relationship between expenses incurred and the agreements to which they are allocated in accordance with the applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any significant accounting changes affecting the direct cost rate.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et. seq.), the False Claims Act (18 U.S.C. 287 and 31 U.S.C. 3729), the False Statement Act (18 U.S.C. 1001); I declare that, to the best of my knowledge, the foregoing is true and correct.

Authorized Official:

A handwritten signature in black ink, appearing to read "Ashley Beckort", with a long horizontal flourish extending to the right.

Ashley Beckort, CAMPO Manger

Date: July 26, 2024

Organization: Columbus Area Metropolitan Planning Organization

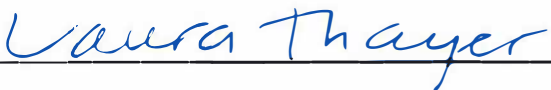
Certification

This is to certify that I have reviewed the indirect cost allocation plan proposal submitted herewith and to the best of my knowledge and belief:

1. All costs included in the proposal for Calendar Year 2024 to establish billing or final indirect cost rates are allowable in accordance with the requirement of the grant(s), contract(s), and agreements(s) to which they apply and the provisions of the Code of Federal Regulations, Chapter II Part 200 (2 CFR 200).
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3. This proposal complies with the requirements and standards on lobbying costs for OMB Circular A-122 or Federal Acquisition Regulations (FAR), Part 31, where such cost principles are applicable to the award.
4. All costs included in this proposal are properly allocable to Federal Awards on the basis of a beneficial or causal relationship between expenses incurred and the agreements to which they are allocated in accordance with the applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any significant accounting changes affecting the direct cost rate.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et. seq.), the False Claims Act (18 U.S.C. 287 and 31 U.S.C. 3729), the False Statement Act (18 U.S.C. 1001); I declare that, to the best of my knowledge, the foregoing is true and correct.

Authorized Official: Laura Thayer, CAMPO Executive Director

Signature: 

Organization: Columbus Area Metropolitan Planning Organization

Date: 9-25-2023

Transportation Planning Process Certification – CY 2024

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Columbus Area Metropolitan Planning Organization area 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. Section 5303, and 23 CFR Part 450.300;
- (2) In nonattainment and maintenance areas, 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 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) regarding the involvement of Disadvantaged Business Enterprises in DOT funded planning;
- (6) 23 CFR 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. 1210 et seq.) and 49 CFR parts 27, 37, 38;
- (8) 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) 23 U.S.C. 324, regarding 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.

Columbus Area Metropolitan Planning
Organization



Ashley Beckort
CAMPO Manager

July 26, 2024

Date

Indiana Department of Transportation

Roy S. Nunnally, Director of Technical
Planning & Programming, INDOT

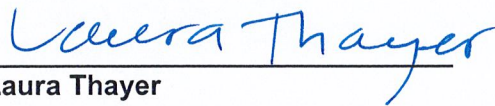
Date

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION – Calendar Year 2024**

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Columbus Area Metropolitan Planning Organization 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.

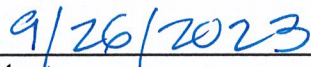
**Columbus Area Metropolitan
Planning Organization**



Laura Thayer

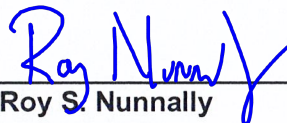
CAMPO Director

Title



Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT
Technical Planning & Programming

Title



Date



U.S. Department
of Transportation

Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253	Federal Highway Administration Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576
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November 28, 2023

Roy Nunnally, Director
Technical Planning and Programming Division
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

Dear Mr. Nunnally:

The purpose of this letter is to respond to the Indiana Department of Transportation's (INDOT's) November 14, 2023, request for the Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA) to approve the updated Columbus Metropolitan Planning Organization (CAMPO) CY 2023-2024 Unified Planning Work Program (UPWP). FHWA and FTA have, in cooperation with INDOT, reviewed the CAMPO UPWP document and found it to be in compliance with 23 CFR 420, and it is hereby approved.

This approval does not constitute FHWA & FTA authorization of the associated Federal-aid funds. Please assure the associated funds are authorized in the Fiscal Management Information System (FMIS) prior to the beginning of CY 2024 (January 1, 2024).

Should you have any questions, please contact Patrick Carpenter of FHWA at (317) 226-5351 or Cecilia C. Godfrey of FTA at (312) 705-1268.

Sincerely,

Sincerely,

Cecilia Crenshaw-Godfrey

Cecilia C. Godfrey
Community Planner
FTA Region V

For Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

ecc: Laura Thayer, CAMPO
Emmanuel Nsonwu, INDOT

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MEMORANDUM

TO: CAMPO Policy Board
FROM: Laura Thayer
DATE: July 9, 2024
RE: Administrative Modification to the FY 2024-2028 Transportation Improvement Program.

I have approved an administrative modification for a project that is currently programmed in the Transportation Improvement Program, as shown below. The change is shifting from 2024 to 2025. Administrative modifications are minor changes to projects that are already in the TIP, as allowed by CAMPO bylaws (see 5.1 Thresholds for Amendments & Administrative Modifications, below). Administrative Modifications may be approved by CAMPO staff without formal approval from the CAMPO Policy Board.

Original Project Amount

DES#	Project	Phase	Federal	Local	FY 2024
1701323	Talley Road	RW	\$202,377	\$50,594	\$252,971

Revised Project Amount

DES#	Project	Phase	Federal	Local	FY 2025
1701323	Talley Road	RW	\$202,377	\$50,594	\$252,971

5.1 Thresholds for Amendments & Administrative Modifications

The following are CAMPO's criteria for Amendments. Changes that do not meet these criteria are considered Administrative Modifications.

- A. Major change in project cost: A change of 20% in the total listed cost of but not less than: \$100,000 for a local project, and \$500,000 for an INDOT project.
- B. Major change in project date: a change of more than 1 year.
- C. Major change in funding source: When the change increases the local match (due to a change in match percentage) by more than: \$50,000 for local projects, and \$250,000 for INDOT projects.



MEMORANDUM

TO: CAMPO Technical Committee and Policy Board

FROM: Ashley Beckort

DATE: July 31, 2024

RE: *Agreement between the City of Columbus, Bartholomew County, and the Town of Edinburgh*

Background: When the Columbus Area Metropolitan Planning Organization (CAMPO) was original formed, an agreement was signed by the City of Columbus and Bartholomew County on October 21, 2003 regarding the parameters of how the MPO was to function.

Proposed: The attached agreement is an update, maintaining the same purpose but revising certain details. This agreement describes the purpose of CAMPO, the composition, function, and powers of the Policy Board, staffing, financing, and auditing. Further, it maintains the option for the Town of Edinburgh to opt-in at any point in time.

Process: The attached draft is available for the Technical Committee and Policy Board review. For approval, this agreement will be signed by the Columbus Board of Works and County Commissions.

**AN AGREEMENT FOR COOPERATIVE ACTION
BETWEEN THE CITY OF COLUMBUS, INDIANA,
BARTHOLOMEW COUNTY, INDIANA
AND THE TOWN OF EDINBURGH, INDIANA**

with regard to the Columbus Area Metropolitan Planning Organization

THIS AGREEMENT is made and entered into by and between the Board of Public Works and Safety of the City of Columbus, Indiana, hereinafter referred to as "Columbus" and the Board of Commissioners of Bartholomew County, Indiana, hereinafter referred to as "the County" and is effective on and after the date it has been signed by both parties. The Town Council of the Town of Edinburgh, Indiana, hereinafter referred to as "Edinburgh" may join this agreement at a time of its choosing. All participants in this agreement shall be known collectively as the "Parties".

WITNESSETH THAT:

WHEREAS, a Metropolitan Planning Organization (MPO) designated by agreement among the units of local government and the Governor is required to carry out the transportation planning process required by United States Code Title 23, Section 134 and Title 49, Section 5303 within an urbanized area; and

WHEREAS, Columbus, Indiana and its surrounding developed areas have been designated by the United States Bureau of the Census as an urbanized area; and

WHEREAS, it is essential to the local government and transportation agencies in the Columbus / Bartholomew County area and the State of Indiana that an MPO for the Columbus urbanized area be established and maintained; and

WHEREAS, this agreement is an update, maintaining the same purpose but revising certain details, of the original Columbus Area MPO agreement signed by Columbus and the County on October 21, 2003.

NOW, THEREFORE, BE IT RESOLVED, that Columbus, the County, and Edinburgh (should it choose to join this agreement) agree that:

1. Purpose: The purpose of the MPO is to administer and operate a continuing, cooperative, and comprehensive planning and coordinating effort for the urbanized area in all areas of mutual concern relating to transportation planning, programming, and other related governmental functions where joint cooperation is necessary and desirable.
2. Organization: The organization of the Columbus Area Metropolitan Planning Organization, hereinafter referred to as "CAMPO", shall consist of a policy board, hereinafter referred to as the "Board", and two standing committees, the Technical Advisory Committee and the Citizen's Advisory Committee.
3. Composition of the Board: The Board shall consist, at a minimum, of the following voting members:
 - a. the Mayor of the City of Columbus,
 - b. a member of the Bartholomew County Commissioners,
 - c. a member of the Columbus City Council,
 - d. a member of the Bartholomew County Council,
 - e. a member of the Columbus Plan Commission,
 - f. a member of the Bartholomew County Plan Commission, and
 - g. a representative of the Indiana Department of Transportation (INDOT).

In addition to the voting members of the Board listed above, membership on the Board shall include non-voting representatives from the Federal Highway Administration and the Federal Transit Administration.

The Board shall adopt bylaws, which shall specify member terms and may include provisions for member alternates.

4. Functions of the Board: The Board shall:
 - a. adopt and conduct business according to the CAMPO bylaws;
 - b. elect officers and appoint persons to any committees;
 - c. approve a Unified Planning Work Program (UPWP) and amendments;
 - d. approve a Metropolitan Transportation Plan (MTP) and amendments;
 - e. approve a Transportation Improvement Program (TIP) and amendments;
 - f. review and approve all work done by its committees;
 - g. ensure that plans prepared conform with all local and state plans and planning activities as well as comply with requirements of the state and federal governments;
 - h. monitor, on a continuing basis, the transit system and propose improvements as appropriate; and
 - i. make changes to the Metropolitan Planning Area boundaries as needed to meet the requirements of the Code of Federal Regulations Title 23 Part 450.312 - Metropolitan Planning Area boundaries.
5. Powers of the Board: The Board may:
 - a. enter into contracts with the Indiana Department of Transportation, Federal Highway Administration, Federal Transit Administration or any other state, federal, or local agencies as are necessary and convenient to accomplish the duties and purpose of the Board;
 - b. receive appropriated funds from any source including federal, state, and local governments;
 - c. expend those funds in accordance with the approved UPWP;
 - d. approve local transportation projects that will be supported by federal funds;
 - e. amend the CAMPO bylaws, provided that such bylaws are consistent with the terms and provisions of this Agreement, as amended;
 - f. discuss any questions or any matter within the scope of its stated purpose and make recommendations for action to the governmental units involved in order to coordinate, to the fullest extent possible, local programs and to minimize duplications or unnecessarily, inconsistent expenditures of funds by the respective governmental units; and
 - g. change the composition of the Board from that outlined in Section 3 above, provided that its membership is in accordance with appropriate state and federal laws and regulations.
6. Composition and Duties of the Technical and Citizens Advisory Committees: In order to facilitate the flexibility necessary to meet ongoing and changing needs, the composition and duties of the Technical and Citizens Advisory Committees shall be left to the discretion of the Board, provided that the composition and duties of the two advisory committees will be set out in the CAMPO bylaws.
7. Staffing: The City of Columbus-Bartholomew County Planning Department (the Planning Department) shall serve as staff for CAMPO (consistent with Board Resolution 2015-07). Columbus agrees to hire and maintain adequate staff to meet CAMPO's needs. The Board may, by resolution, make such other administrative provisions as are necessary and convenient to accomplish its duties.
8. Manner of Financing: It is recognized that CAMPO annually receives federal and/or state funds for (1) its general operations and planning activities and (2) the construction of transportation improvements within the Metropolitan Planning Area.
 - a. *Operations & Planning Activity Funds:* The funds for operations and planning activities, including the required local match, shall be incorporated in the Columbus annual budget. The County shall then, following the end of each calendar year, reimburse Columbus for a proportional amount of the local match that was spent that previous year.

- i. The reimbursement amounts shall be based upon the percentage of the population of the CAMPO Urbanized Area (as determined by the decennial Census) in unincorporated Bartholomew County.
 - ii. To assist with budgeting by the County, upon the adoption of the Columbus budget each year, the Planning Department shall report to the County the total CAMPO budget and provided local match, as well as indicate the maximum amount of its local match reimbursement for the following calendar year. In the event that the amount of federal and/or state funds available changes and the local match within the Columbus budget is likewise updated, the Planning Department shall provide updated information to the County.
 - iii. The financing of CAMPO's operations and planning activities described above is intended to alleviate the need for the Parties to provide a separate local match for any plan, study, or other similar activity in their jurisdiction completed as part of the usual and customary operations and planning activities. However, if one or more of the Parties seeks to undertake a specific, additional planning activity that involves federal and/or state funds beyond the usual and customary annual allocation, they alone shall provide the required local match. That local match shall be in addition to the usual annual match payment described by this Section.
 - b. *Construction Funds*: Each of the Parties shall provide the entirety of the local funding match required for all CAMPO-funded construction projects in their jurisdiction.
 - c. *Employees of the Parties*: The service of persons who are employees of the Parties, other than the staff of the Planning Department, and other costs for their participation in CAMPO shall be provided for by each Party through their own budgeting and staffing processes, as appropriate.
 - d. *Audit Requirements*: Columbus shall be responsible for assuring compliance with all audit requirements of any state, federal, or other local agency providing funding for CAMPO's operations.
9. Edinburgh Participation: Should Edinburgh join this agreement the following shall apply:
- a. *Composition of the Board*: The composition of the Board, described in Section 3 above, shall then also include the Town Manager of the Town of Edinburgh as a voting member.
 - b. *Manner of Financing*: Edinburgh shall participate in financing CAMPO consistent with Section 8 above. Edinburgh shall reimburse Columbus annually for CAMPO operation and planning activities based on the percentage of the population of the CAMPO Urbanized Area (as determined by the decennial Census) in Edinburgh. All other provisions of Section 8(a), (b), and (c) shall also apply to Edinburgh.
10. Termination of Membership: Any Party may withdraw its participation in this Agreement upon written notice to the CAMPO Policy Board, to be effective two (2) years after receipt of the notice by the Board. Upon complete termination of this agreement, should that occur, the assets and liabilities, if any, of CAMPO shall be distributed to or liquidated by the Parties, in proportion to their respective assessments.
11. Effect upon Existing Agencies: This agreement shall not be construed to change in any way the duties or activities of any local plan commission or other governmental agency or entity currently having existence and operating in the Columbus urbanized area.

THIS AGREEMENT is executed on behalf of Columbus by the Columbus Board of Public Works and Safety and on behalf of the County by the Bartholomew County Board of Commissioners.

APPROVED, by the City of Columbus, Indiana Board of Public Works and Safety this _____ day of _____, 202__.

Mary K. Ferdon, Mayor

Eric A. Frey, II, Member

John C. Pickett, Member

Melanie V. Henderson, Member

Brenda Sullivan, Member

Attest: Luann Welmer, Clerk

APPROVED, by the Board of Commissioners of Bartholomew County, Indiana this _____ day of _____, 202__.

Carl H. Lienhoop

Larry S. Kleinhenz

Tony London

Attest: Pia O'Connor, Auditor

THIS AGREEMENT is executed on behalf of Edinburgh by the Edinburgh Town Council and thereafter Edinburgh shall be deemed to have joined this agreement.

APPROVED, by the Town of Edinburgh, Indiana Town Council this _____ day of _____, 20__.

_____, Member

_____, Member

_____, Member

_____, Member

_____, Member

Attest: _____, Clerk-Treasurer