



Unified Planning Work Program CY 2025-2026

Approved October 23, 2024 - *for 2025*

Amended February 10, 2025

Amended September 8, 2025 – *for 2026*

Updated October 1, 2025 – *for 2026*

Updated October 30, 2025 – *for 2026*



Columbus Area Metropolitan Planning Organization (CAMPO)

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Adoption Resolutions

RESOLUTION 2025-11

A RESOLUTION BY THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) POLICY BOARD FOR THE PURPOSE OF

AMENDING THE 2025-2026 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR 2026

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization responsible for transportation planning in 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 City of Columbus-Bartholomew County Planning Department, as the CAMPO staff, has prepared the draft CY 2025-2026 UPWP for approval 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

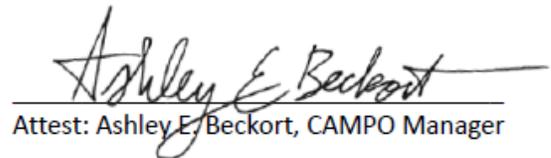
WHEREAS, the CY 2025-2026 UPWP is being updated for the 2026 calendar year related to project status updates and remaining funds; and

WHEREAS, the Policy Board gives the Planning Department staff permission to make changes to the 2025-2026 UPWP that are required by the FHWA, the FTA, and the INDOT after their review, and requests that the Policy Board be notified of any such changes; and

NOW THEREFORE BE IT RESOLVED by the CAMPO Policy Board that the updated CY 2025-2026 UPWP is hereby approved the 8th day of September, 2025.



Tom R. Finke, Chair



Attest: Ashley E. Beckert, CAMPO Manager

RESOLUTION 2025-04

**RESOLUTION AMENDING THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
FOR CALENDAR YEARS 2025 & 2026**

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 City of Columbus-Bartholomew County Planning Department, as the CAMPO staff, has prepared the draft CY 2025-2026 UPWP for approval 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

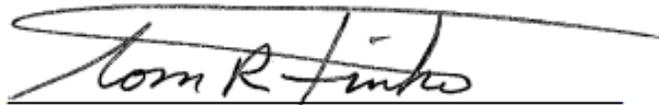
WHEREAS, the Policy Board gives the Planning Department staff permission to make changes to the 2025-2026 UPWP that are required by the FHWA, the FTA, and the INDOT after their review, and requests that the Policy Board be notified of any such changes; and

WHEREAS, the Planning Department staff makes a best guess at the carry-over funds when creating the draft, and final expenses are calculated at the end of the year, and therefore the 2024 carry-over amount is being amended; and

WHEREAS, the amended CY 2025-2026 UPWP 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 amendment to the UPWP for calendar years 2025 and 2026 is hereby accepted and adopted.

Approved February 10, 2025



Tom R. Finke, Chair



Ashley E. Beckort, CAMPO Manager

RESOLUTION 2024-10

**RESOLUTION ADOPTING THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
FOR CALENDAR YEARS 2025 & 2026**

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

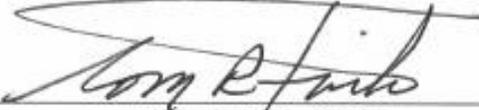
WHEREAS, the City of Columbus-Bartholomew County Planning Department, as the CAMPO staff, has prepared the draft CY 2025-2026 UPWP for approval by the Policy Board, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) before taking effect; and

WHEREAS, the Policy Board gives the Planning Department staff permission to make changes to the 2025-2026 UPWP that are required by the FHWA, the FTA, and the INDOT after their review, and requests that the Policy Board be notified of any such changes; and

WHEREAS, the draft CY 2025-2026 UPWP 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 2025 and 2026 is hereby accepted and adopted.

Approved October 23, 2024



Tom R. Finke, Chair



Ashley E. Beckort, CAMPO Manager

Table of Contents	
Adoption Resolutions	4
Introduction	8
Columbus Area Metropolitan Planning Organization (CAMPO).....	8
Unified Planning Work Program (UPWP)	8
Infrastructure Investment and Jobs Act (IIJA)	8
Amendments and Modifications	9
Budget by Work Element	10
CY 2025 Budget and Expenses (as of Sept 8, 2025).....	10
CY 2026 Allocation - Estimated Draft Budget (Feb) and Final Budget (Sept)	10
CY 2026 Final Budget - Including Unexpended Funds (as of Sept 8, 2025)	11
Project Descriptions by Work Element	12
Task 100: Administration & Public Participation	12
Task 200: Data Collection & Analysis	16
Task 300: Short Range Planning & Management Systems	18
Task 400: Long Range Planning.....	20
Task 500: Transit & Active Transportation	22
Task 600: Other Planning Initiatives/Special Studies	25
Work Programs Schedules	26
Work Programs Planned for 2025 (as of Sept 8, 2025)	26
Work Programs Planned for 2026 (as of Sept 8, 2025)	27
APPENDICES	28
Appendix A: CAMPO Metropolitan Planning Area Map	28
Appendix B: CAMPO Policy Board and Technical Committee	29
Appendix C: Common Acronyms and Terms	30
Appendix D: Performance Measures and Targets	31
Appendix E: Cost Allocation Certification	32
Appendix F: Cost Allocation Plan Approval Letter	33
Appendix G: Planning Process Certification.....	34
Appendix H: FHWA Approval Letter	35

Introduction

Columbus Area Metropolitan Planning Organization (CAMPO)

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 Administration funds for transportation projects, MPOs must continue to be certified in the 3-C planning process.

Unified Planning Work Program (UPWP)

The UPWP lists the work activities to be performed by CAMPO during the two-year period of the plan, CY 2025-2026. 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 (IIJA)

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 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.

Amendments and Modifications

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 Manager. The Policy Board and the public must be notified of any modifications.

1. On February 10, 2025, the Policy Board approved an amendment to update the un-expended funds from 2024 from \$52,716 federal, \$13,179 local, and \$65,895 total to \$170,110 federal, \$42,528 local, and \$212,638 total (p. 13 & 27). This “carry-over” was also updated in the CY 2025 Revenues and Expenses Table (p.27) by adding \$146,743 to the originally estimate. On the revenues side the break-down is \$117,394 federal and \$29,349 local, and on the expenses side, \$2,000 added to Conference/Training/Travel and \$144,443 added to Consulting Services. This amendment also updates the CAMPO Metropolitan Planning Area Map in Appendix A to include street names and other labels for clarity. Further, this amendment updated the 2026 allocation numbers based on new estimates from INDOT (Budget Table on p.14 and Revenues/Expenses Table on p.28).
2. On September 8, 2025, the Policy Board reviewed an amendment to update the UPWP for CY 2026. The projects statuses and associated budget have been updated accordingly based on work accomplished and expenses accrued in CY 2025. Un-expended federal funds are being “carried-over” with much of the funds to cover larger consultant projects like the Metropolitan Transportation Plan (MTP) [400s] and Flood Risk Management Plan [600s]. All associated updates are shown purple in the document.

Budget by Work Element

CY 2025 Budget and Expenses (as of Sept 8, 2025)

The CY 2025 budget includes 2024 un-expended funds (\$170,110 federal) and 2025 funds (\$222,244 federal). The 2024 un-expended money was mostly added to the 200s, 500s, and 600s for the following “carry-over” projects (City Intersections Safety Audit – Contract for \$30,000, Transit Route Study – Remaining portion of contract is \$22,355, Columbus Flood Risk Management Plan – Contract for \$21,900), with the remaining money generally split between categories, with a larger portion allocated toward the 400s in anticipation of the MTP update. The 2025 federal share includes a set-aside amount of \$5,556. 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 program code Y410, and will be used to fund CAMPO’s Bicycle and Pedestrian Coordinator. The following table summarizes the original budget for CY 2025 with the new actuals spent to-date and remaining balances.

Work Element		FEDERAL FUNDS (80%)			LOCAL FUNDS	TOTAL BUDGET	ACTUAL SPENT TO-DATE	REMAINING BALANCE
		2024	2025	TOTAL				
Administration & Public Participation	100	\$ 16,000	\$ 73,920	\$ 89,920	\$ 22,480	\$112,400	\$ 30,375	\$ 82,025
Data Collection & Analysis	200	\$ 40,000	\$ 23,648	\$ 63,648	\$ 15,912	\$ 79,560	\$ 39,193	\$ 40,367
Short Range Planning & Management	300	\$ 16,000	\$ 26,400	\$ 42,400	\$ 10,600	\$ 53,000	\$ 18,072	\$ 34,928
Long Range Planning	400	\$ 29,906	\$ 47,920	\$ 77,826	\$ 19,457	\$ 97,283	\$ 7,197	\$ 90,086
Transit & Active Transportation	500	\$ 33,884	\$ 20,000	\$ 53,884	\$ 13,471	\$ 67,355	\$ 21,866	\$ 45,489
Set-Aside	500	\$ -	\$ 5,556	\$ 5,556	\$ 1,389	\$ 6,945	\$ 6,945	\$ -
Special Studies	600	\$ 34,320	\$ 24,800	\$ 59,120	\$ 14,780	\$ 73,900	\$ 23,367	\$ 50,533
TOTAL ALLOCATED		\$170,110	\$222,244	\$392,354	\$ 98,089	\$490,443	\$ 147,013	\$ 343,429

CY 2026 Allocation - Estimated Draft Budget (Feb) and Final Budget (Sept)

The federal share of the CAMPO planning budget for CY 2026 is \$225,836, which includes a set-aside amount of \$5,646. The local share totals \$56,459 and includes a set-aside match of \$1,412. 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 program code Y410, and will be used to fund CAMPO’s Bicycle and Pedestrian Coordinator. In February, CAMPO created an estimated budget for 2026 based on anticipated allocation amounts. In September, the break-down between the 100s – 600s was amended based on project updates and expected expenditures for the upcoming year.

Work Element		FEDERAL FUNDS (80%)	LOCAL FUNDS (20%)	TOTAL BUDGET
Administration & Public Participation	100	\$ 74,160	\$ 18,540	\$ 92,700
Data Collection & Analysis	200	\$ 24,000	\$ 6,000	\$ 30,000
Short Range Planning & Management	300	\$ 26,400	\$ 6,600	\$ 33,000
Long Range Planning	400	\$ 50,830	\$ 12,707	\$ 63,537
Transit & Active Transportation	500	\$ 20,000	\$ 5,000	\$ 25,000
Set-Aside	500	\$ 5,646	\$ 1,412	\$ 7,058
Special Studies	600	\$ 24,800	\$ 6,200	\$ 31,000
TOTAL ALLOCATED		\$ 225,836	\$ 56,459	\$282,295

Work Element		FEDERAL FUNDS (80%)	LOCAL FUNDS (20%)	TOTAL BUDGET
Administration & Public Participation	100	\$ 28,190	\$ 7,048	\$ 35,238
Data Collection & Analysis	200	\$ 20,000	\$ 5,000	\$ 25,000
Short Range Planning & Management	300	\$ 18,000	\$ 4,500	\$ 22,500
Long Range Planning	400	\$ 75,000	\$ 18,750	\$ 93,750
Transit & Active Transportation	500	\$ 19,000	\$ 4,750	\$ 23,750
Set-Aside	500	\$ 5,646	\$ 1,412	\$ 7,058
Special Studies	600	\$ 60,000	\$ 15,000	\$ 75,000
TOTAL ALLOCATED		\$ 225,836	\$ 56,459	\$282,295

CY 2026 Final Budget - Including Unexpended Funds (as of Sept 8, 2025)

After reviewing the actual costs accrued from CY 2025 thus far, CAMPO has determined the total funds available for budgeting for CY 2026. The 2024 and 2025 estimates are based on current balances (as of Sept 2025) and will surely be lower by the end of CY 2025 once final billings are complete. The CY 2026 budget takes into account unexpended funds from 2024 and 2025, with the new 2026 allocation. Much of the funding is flagged for the MTP (400s) and Flood Risk Management Plan (600s) which are being developed by consultants. Alone, these two projects account for a minimum of \$270,000, which is most of CAMPO’s planning budget. Additionally, with the new MTP, CAMPO staff anticipates large public participation needs (100s) throughout CY 2026. These three elements have a larger budget accordingly.

Total Funds Available

FEDERAL FUNDS (80%)					
Allocation	Existing Funds			New Allocation for CY 2026	Total Available
	Original	Used To-Date	Remaining		
2024 Allocation	\$ 241,629.00	\$ 183,540.19	\$ 58,088.81		
PL/5303 General	\$236,772.00	\$ 178,683.19	\$ 58,088.81		\$ 58,088.81
PL 2.5% Set-Aside	\$ 4,857.00	\$ 4,857.00	\$ -		
2025 Allocation	\$ 222,244.00	\$ 5,590.00	\$ 216,654.00		
PL/5303 General	\$216,688.00	\$ 34.00	\$216,654.00		\$ 216,654.00
PL 2.5% Set-Aside	\$ 5,556.00	\$ 5,556.00	\$ -		
2026 Allocation				\$ 225,836.03	
PL/5303 General				\$ 220,190.13	\$ 225,836.03
PL 2.5% Set-Aside				\$ 5,645.90	
TOTAL FEDERAL FUNDS	\$ 463,873.00	\$ 189,130.19	\$ 274,742.81	\$ 225,836.03	\$ 500,578.84
LOCAL FUNDS (20%)					
City of Columbus (18%)			\$ 61,817.13	\$ 50,813.11	\$ 112,630.24
Bartholomew County (2%)			\$ 6,868.57	\$ 5,645.90	\$ 12,514.47
TOTAL LOCAL FUNDS			\$ 68,685.70	\$ 56,459.01	\$ 125,144.71
TOTAL REVENUES			\$ 343,428.51	\$ 282,295.04	\$ 625,723.55

Budget by Work Element

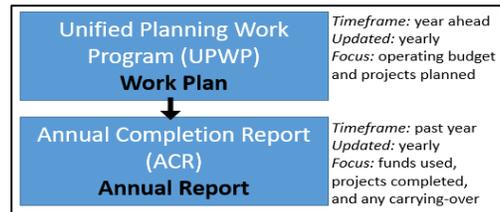
Work Element		FEDERAL FUNDS (80%)				LOCAL FUNDS	TOTAL BUDGET
		2024	2025	2026	TOTAL		
Funds Available (Un-Expended & New)		\$ 58,088	\$216,654	\$225,836	\$500,578	\$ 125,145	\$625,723
Administration & Public Participation	100	\$ 10,488	\$ 28,000	\$ 28,190	\$ 66,678	\$ 16,670	\$ 83,348
Data Collection & Analysis	200	\$ 8,900	\$ 16,000	\$ 20,000	\$ 44,900	\$ 11,225	\$ 56,125
Short Range Planning & Management	300	\$ 8,900	\$ 16,000	\$ 18,000	\$ 42,900	\$ 10,725	\$ 53,625
Long Range Planning	400	\$ 9,900	\$ 80,654	\$ 75,000	\$165,554	\$ 41,389	\$206,943
Transit & Active Transportation	500	\$ 10,000	\$ 16,000	\$ 19,000	\$ 45,000	\$ 11,250	\$ 56,250
Set-Aside	500	\$ -	\$ -	\$ 5,646	\$ 5,646	\$ 1,412	\$ 7,058
Special Studies	600	\$ 9,900	\$ 60,000	\$ 60,000	\$129,900	\$ 32,475	\$162,375
TOTAL ALLOCATED		\$ 58,088	\$216,654	\$225,836	\$500,578	\$ 125,145	\$625,723

Project Descriptions by Work Element

Task 100: Administration & Public Participation

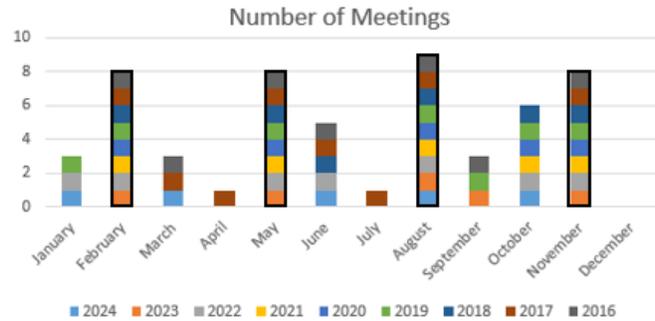
CAMPO will administer and facilitate the continuing, cooperative, and comprehensive Transportation Planning Process. This includes facilitating meetings and providing information to the public on transportation issues. Further, CAMPO will seek improvements and efficiencies in the transportation planning process while working collaboratively with Local Public Agencies (LPAs), the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana MPO Council. 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 will continue to incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.).

- Finance/Project Work Plan:** CAMPO will coordinate with local officials during the annual budget process to secure the local-match for funds. CAMPO will prepare the Unified Planning Work Program (UPWP) and associated amendments including the 2nd year updates, as well as any modifications needed to address project changes or actual money received in approved PO's. CAMPO will provide the Cost Allocation Plan, Quarterly Reimbursement & Progress Reports, and the Annual Completion Report in coordination with the UPWP. Further, CAMPO will cooperate with any audit with the State Board of Accounts. *Estimated Completion: Ongoing*

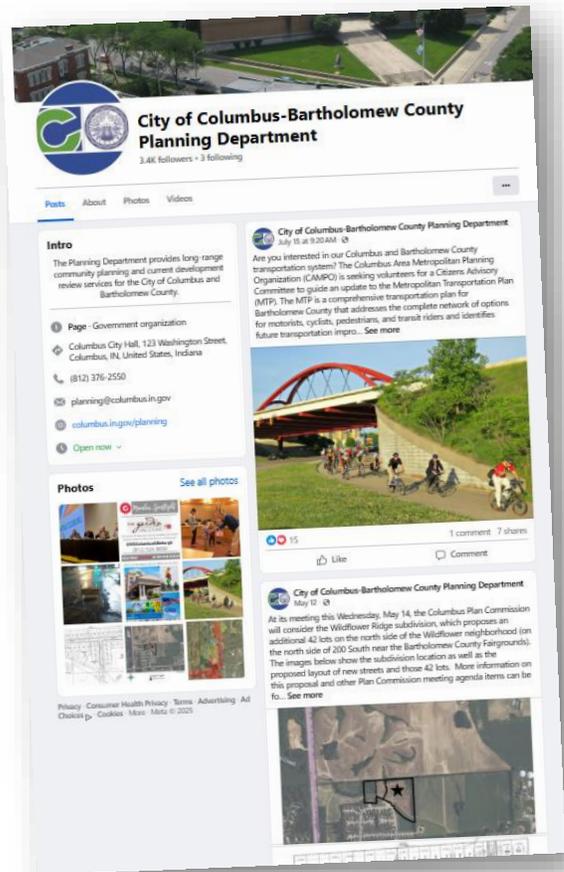


- Quarterly Reimbursement & Progress Reports: *January, April, July, October.* CAMPO has been completing the required quarterly progress reports and associated reimbursements.
 - Annual Completion Report (2024 & '25): *by March 31st. 2024 completed Feb 27th.*
 - Cost Allocation Plan (2026 & '27): *by ~~October 15th~~ mid-August*
 - CY 2025-2026 UPWP - 2nd year update: *by Sept 2025. Policy Board Review Sept 8th.*
 - CY 2027-2028 UPWP: *draft by Sept 2026.*
- CAMPO Policy Board Bylaws Evaluation and Update:** CAMPO was established in 2003, with the Policy Board bylaws created soon after. This update is intended to evaluate the bylaws for compliance with current Federal and State standards, as well as update them to address the since time-tested and practically applied operation of the Policy Board. This update will also include managing membership and streamlining processes. *Product Estimated Completion: 3rd quarter of 2025.* An initial wave of bylaws changes were approved by the Policy Board May 12, 2025. After further review by legal counsel, additional minor edits were included in an update reviewed by the Policy Board at their September 8, 2025 meeting.

- Meeting Coordination:** CAMPO will facilitate meetings of the Policy Board, Technical Advisory Committee and Citizens Advisory Committee and provide support to those bodies including, preparing agendas, minutes, and materials. Further, CAMPO will have continued communication with elected officials. Policy Board meetings will continue to be live streamed and recorded. *Estimated Completion: Ongoing.* CAMPO currently meets quarterly, with 2025 meetings scheduled for February, May, September, and November. CAMPO did an analysis of the past 9 years to determine which months CAMPO meets and the topics discussed. CAMPO anticipates adding a special July meeting in 2026 for the Policy Board to review the MTP.

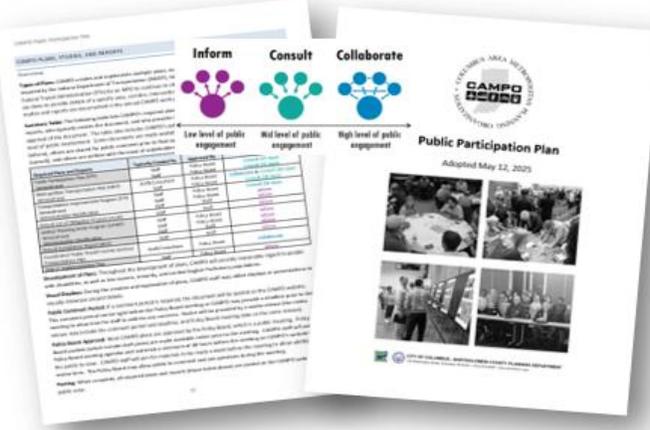


- Public Engagement:** CAMPO will continue to coordinate with local advocacy groups and stakeholders. CAMPO will continue to maintain website updates, public notices, media releases, and contribute to the Planning Department quarterly newsletter. CAMPO staff will review websites and other electronic platforms to ensure accessibility and 508 compliance. CAMPO will continue to provide online options for the public to engage in public meetings. CAMPO will continue to ensure the transportation planning process is accessible for all users. In a continued effort, CAMPO will provide documents in other languages, as appropriate, consistent with the PPP. CAMPO will continue to prioritize public engagement consistent with the performance measures/targets of the MTP, specifically strategies 2.5C, 2.6A, 6.1A, and 6.1B. *Estimated Completion: Ongoing.* CAMPO has been reviewing the website and updating information and formatting, including adding tables and pictures. CAMPO has updated the Policy Board meeting agendas consistent with recent Indiana Law changes requiring board member information required on the agenda. CAMPO continues to contribute to the Planning Department quarterly newsletter. CAMPO utilizes social media to spread news about projects and public involvement opportunities. CAMPO continues to review engagement against the adopted evaluation described in the PPP.





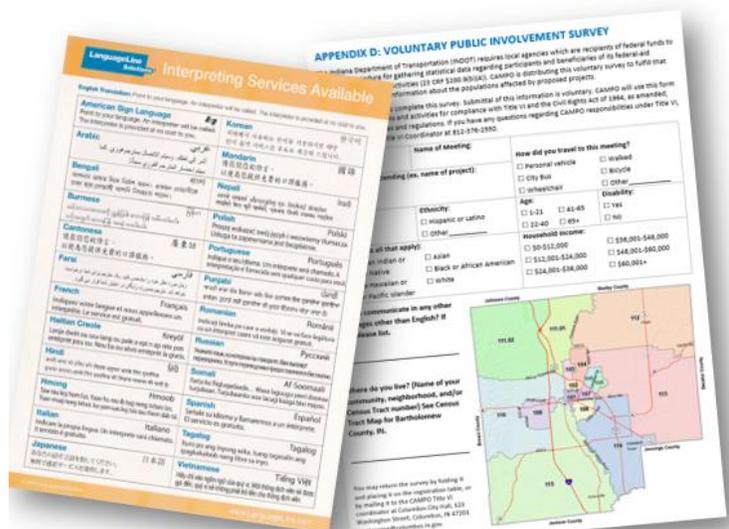
- Public Participation Plan Update: CAMPO's Public Participation Plan was last updated in 2018 and amended in 2020 to allow remote participation by the public during periods when in-person participation may not be feasible, such as during the COVID-19 pandemic. The 2025 update incorporates any new requirements that were put into effect after the 2018 version was developed (consistent with strategy 6.4A of the MTP). CAMPO notifies the public of opportunities to participate in the planning process through media releases, postings on the CAMPO website, and distribution of information through a transportation interest email list. CAMPO shall continue to incorporate tools for meaningful public involvement. Public participation takes place in a variety of ways, including social media, public meetings, open houses, and stakeholder workshops. The plan will ensure that the public continues to have a variety of opportunities to access information and provide comments throughout the transportation planning process. The plan will encourage participation earlier in the process to reduce project delays and lower staff time and costs. This plan must be updated prior to the next MTP Update. *Product Estimated Completion: 3rd quarter of 2025. CAMPO completed the PPP update with Policy Board adoption May 12, 2025.***



- Continuing Education:** CAMPO staff will attend conferences and training sessions to be up-to-date on best practices, and present findings to MPO board members or integrate information and training session as appropriate. *Estimated Completion: Ongoing.* CAMPO has been attending conferences and training sessions to be up-to-date on best practices, including Title VI training, APA National Conference, and MPO Conferences.



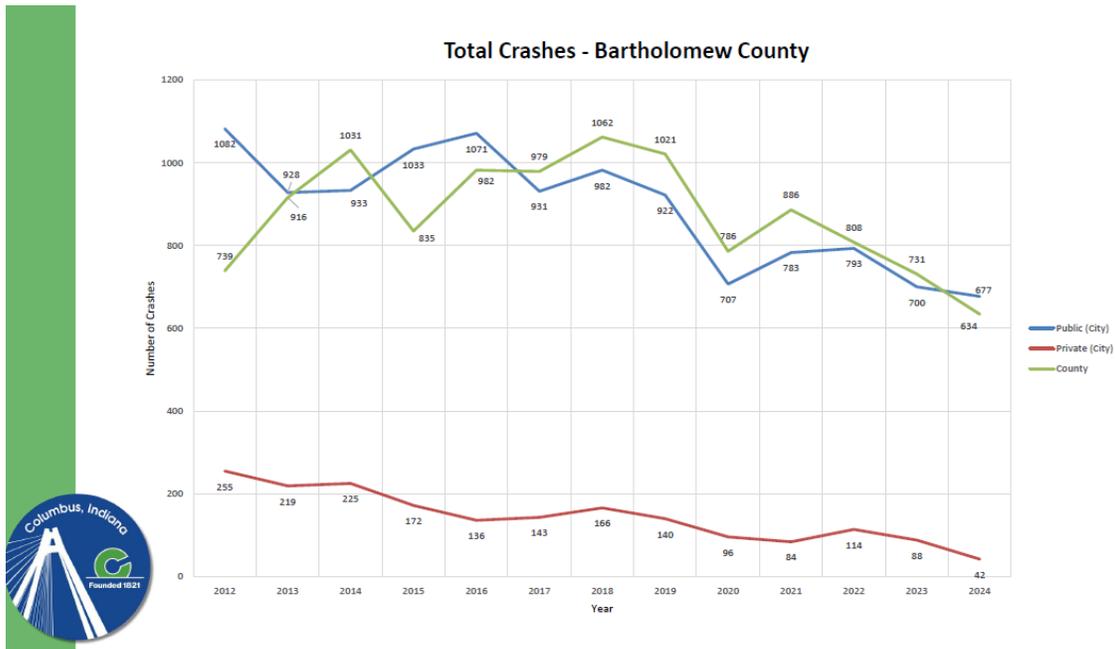
- Title VI Plan Update:** As a recipient of federal funds, CAMPO is required to maintain a Title VI Implementation Plan as part of a continual and ongoing effort to proactively meet and exceed the compliance requirements established under Title VI of the Civil Rights Act of 1964, 49 CFR § 26, and the 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 update of the plan. CAMPO will also update the compliant form as appropriate. *Product Estimated Completion: 2nd quarter of 2026.* CAMPO has updated the compliant form and is working on translating it into Spanish (the second most comment language in Bartholomew County). After further guidance from INDOT and FHWA, CAMPO will complete the Annual Title VI Implementation Plan and Goals & Accomplishments Report. Per INDOT’s instructions, said annual report will be turned in by the October 1st deadline. The most recent document includes the following demographic data: median household income, popular occupations, poverty rate, median age by gender, population with a disability, race breakdown with languages spoken, average travel time to work and commuter transportation. *Updated Product Estimated Completion: 3rd quarter of 2026*



Task 200: Data Collection & Analysis

CAMPO continues to maintain an effort around gathering data to help track and forecast trends and influence decisions.

- Traffic Counts and Crash Data:** 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. Data sharing allows for efficient use of resources and improved decision-making for all parties, consistent with the performance measures/targets of the MTP, specifically strategy 4.1B. 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. *Estimated Completion: Ongoing.* CAMPO continues to pull crash data and analyze for accident cause, location, and yearly trends. Below is a slide from a Policy Board meeting showing trends as of 2024 data.



- Strategic Growth Study Update:** CAMPO is collaborating with the City of Columbus on an update to the 2016 Strategic Growth Study. The Strategic Growth Study identifies areas within Columbus’ jurisdiction that have development potential due to a combination of factors, such as access to infrastructure and city services. CAMPO will continue to use this study to coordinate transportation infrastructure improvements consistent with the performance measures/targets of the MTP, specifically strategy 1.4D. This document also provides land use data and development trends used in the MTP Update. *Product Estimated Completion: 1st quarter of 2025.* Due to issues with mapping and data connections, as well as, waiting on data from local utilities, this project was delayed. Completion planned 3rd quarter of 2025.

- Travel Demand Model:** In 2024, CAMPO completed major updates to the TDM. The CAMPO TDM required updating to be compatible with the current version of TransCAD. Further, the base year was updated to 2020. This model will be utilized in the MTP update planned for 2025 and 2026. *Estimated Completion: Ongoing.* CAMPO recently used the Travel Demand Model to run a coverage map for the fire stations. This data will be utilized in the Strategic Growth Study which will help determine development trends for the MTP.
- Urbanized Area Boundaries:** CAMPO will continue to monitor and update the Urbanized Area Boundaries as necessary. *Estimated Completion: Ongoing.* CAMPO has updated the formatting of the UAB map for easy viewing, but the UAB has not changed.
- City/County Safety Audit:** In 2024, CAMPO supported the City of Columbus in conducting a safety audit of their top 5 crash intersections. CAMPO will continue to support the City in completing that audit in 2025 if it is not able to be completed in 2024. The safety audit was completed and final billing in 1st quarter of 2025. The City of Columbus has started to utilize the report results and is working toward implementations of appropriate changes as problem intersections. Bartholomew County has shown an interest in a similar audit; based on staff availability, in 2025 or 2026, they will conduct a safety audit of their top 5 crash intersections. Bartholomew County did not complete an audit in 2025, but would like the opportunity to execute in 2026. This 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 2026*



- Other Data:** 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, and other data as needed for various plans and studies, and to meet federal and state regulations. *Estimated Completion: Ongoing.* CAMPO continues to gather and review local data.

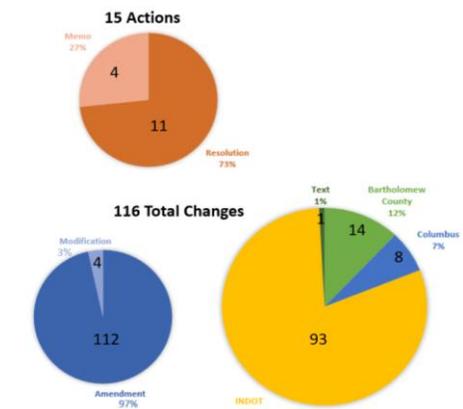
Task 300: Short Range Planning & Management Systems

CAMPO continues to maintain the Transportation Improvement Program (TIP) and associated documentation and host tracking meetings. 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 time frame follows the Indiana state fiscal year (July 1st to June 30th). The TIP includes local projects sponsored by the City of Columbus and Bartholomew County as well as INDOT projects for state and federal roads that take place throughout the county. 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.

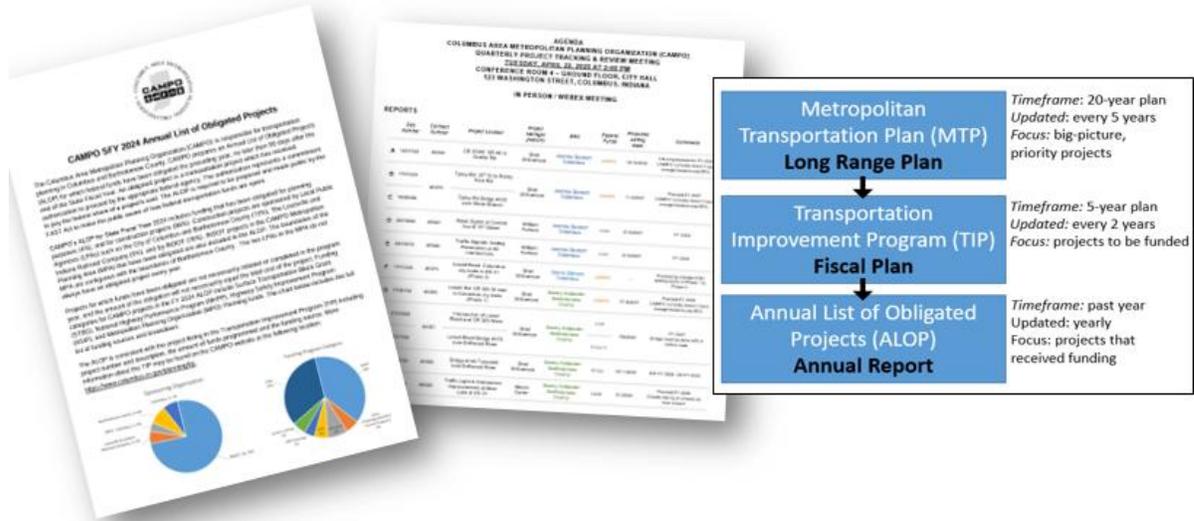
- SFY 2026-2030 Transportation Improvement Program (TIP):** The TIP is updated every two years, and was last updated for Fiscal Year 2024-2028. CAMPO will complete the SFY 2026-2030 TIP. *Product Estimated Completion: 2nd quarter of 2025.* CAMPO’s Policy Board approved the TIP May 12, 2025. The TIP was submitted to INDOT and included in the STIP which was approved August 28, 2025.



- Transportation Improvement Program (TIP) Amendments and Modifications:** The TIP is frequently updated by the CAMPO Policy Board to reflect project progress and updated costs. CAMPO will continue to process amendments and modifications. *Estimated Completion: Ongoing.* CAMPO reviewed the past Amendments and Modifications for the 2024-2028 TIP. There were 15 actions taken (11 Resolutions passed by the Policy Board and 4 Administrative Modifications). In total, there were 116 changes (112 Amendments and 4 Modifications). Of the 116 changes, 80% were INDOT projects, 12% Bartholomew County projects, 7% City of Columbus projects, and 1% text change.



- Quarterly Tracking Meetings & Forms:** CAMPO will continue to coordinate with LPAs and INDOT on Quarterly Project Tracking by completing the appropriate forms and hosting the tracking meeting. *Product Estimated Completion: January, April, July, & October.* CAMPO worked with INDOT and LPAs to update the agenda to include funding details and an additional notes section for project details.

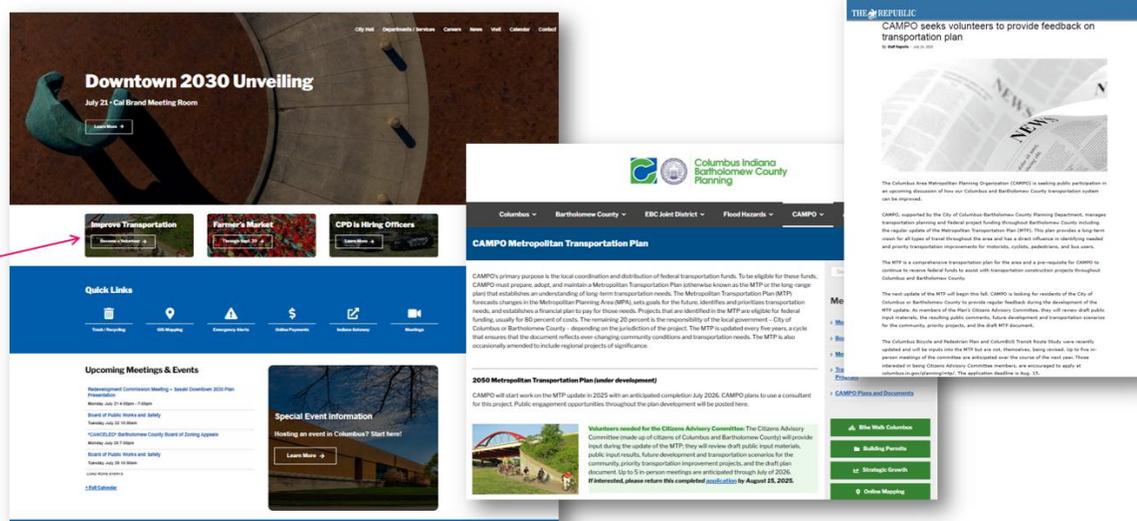


- SFY 2025 and SFY 2026 Annual List of Obligated Projects (ALOP):** CAMPO prepares an Annual List of Obligated Projects (ALOP) for which federal funds have been obligated the preceding year, no later than 90 days after the end of the State Fiscal Year (June 30th). The ALOP is required to be prepared and made public by the FAST Act to make the public aware of how federal transportation funds are spent. *Product Estimated Completion: by September 30, 2025 for SFY 2025 and September 30, 2026 for SFY 2026.* The 2025 ALOP was completed and posted September 3rd. CAMPO staff are working with INDOT to verify the appropriate sections are included in all ALOPs moving forward.
- SFY 2028-2032 Transportation Improvement Program (TIP) – Call for Projects:** The TIP is updated every two years. In 2026, CAMPO will start work on the next TIP and do a call-for-projects for the SFY 2028-2032 TIP, if appropriate based on available funding. *Product Estimated Completion: 3rd quarter of 2026*

Task 400: Long Range Planning

CAMPO maintains long-range plans for the region’s transportation needs based on land use, demographics, and travel patterns. These plans seek to integrate land use, economic development, and public health into transportation planning. CAMPO will review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Further, CAMPO will incorporate VRU considerations during planning, project development, and delivery processes.

- Metropolitan Transportation Plan Update:** CAMPO is required to maintain a Metropolitan Transportation Plan (MTP) with a minimum horizon of 20 years. This plan is updated at least every five years. CAMPO last 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. CAMPO will start work on the MTP update in 2025 with an anticipated completion in 2026. CAMPO plans to use a consultant for this project. *Product Estimated Completion: 3rd quarter of 2026.* CAMPO issued a Request for Qualifications May 2025, with a deadline of June 2025. Interviews were conducted in July 2025 and contract negotiations in August 2025. CAMPO has been working on gather volunteers for the Citizens Advisory Committee (the citizen group who will give public feedback throughout the development process). CAMPO has shared this volunteer opportunity by contacting those involved with previous efforts, an announcement on the City of Columbus website, a news release to local media, the City’s newsletter, and discussion during City officials’ regular visit to a local radio station. A draft plan is anticipated May 2026 for the required 30-day public comment period, with Policy Board review at their July meeting.



- **Air Quality:** CAMPO maintains a Memorandum of Agreement with the Indianapolis Metropolitan Planning Organization (IMPO) on Air Quality mitigation. CAMPO will continue to priorities projects with multi-modal options. Further, CAMPO will continue to work with ColumBus Transit to increase access to public transportation. *Estimated Completion: Ongoing. No projects in 2025 required air quality review. CAMPO will continue to send any such projects to IMPO for mitigation and tracking.*



Task 500: Transit & Active Transportation

CAMPO continues to coordinate with local agencies in providing options for multi-model transportation. CAMPO continues to maintain a relationship with the ColumBUS Transit department both for compliance with regulations as well as planning efforts. CAMPO staff includes a Bicycle and Pedestrian Coordinator who facilitates implementation of the Bicycle and Pedestrian Plan (consistent with strategy 3.5A of the MTP) and maintains coordination with other agencies.

- **Coordination with ColumBUS Transit:**

CAMPO has one transit department in its jurisdiction, ColumBUS Transit; the City of Columbus operates a transit system consisting of five routes. The CAMPO Manager is a member of the City’s Transit Advisory Committee, and the transit coordinator is a member of CAMPO’s



Technical Advisory Committee. Further, CAMPO will continue to coordinate with ColumBUS per the Memorandum of Understanding signed in 2004 and updated in 2023. CAMPO will continue to work with ColumBUS Transit to increase access to public transportation and work toward a Transit Oriented Development Strategic Plan.

Estimated Completion: Ongoing. CAMPO helped ColuBUS with their recent Triannual FTA audit and will continue coordination efforts.

- **Transit Route Study:** ColumBUS Transit conducted a CAMPO-funded 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. In 2024, CAMPO supported a study by ColumBUS Transit to determine whether different types of services and vehicles, which would better meet community needs, should be offered (consistent with strategy 3.2A of the MTP). CAMPO will continue to support ColumBUS Transit on finalizing this study. The draft recommendations of the Transit Route Study are consistent with the performance measures/targets of the MTP, specifically strategies 2.4D and 3.2C.

Product Estimated Completion: 1st quarter of 2025. This plan was completed 1st quarter of 2025. ColumBUS Transit has started working on implementation strategies, including reducing the number of routes from 5 fixed-routes, to 4 fixed-routes with the “left-over” bus being used for appointment-only trips to the Indiana Outlet Mall (at the interchange of US-321 and I-65). This will allow a transit connection with IndyGo.



- Coordinated Public Transit Human Services Transportation Plan:** CAMPO, in coordination with ColumBUS Transit and the Transit Advisory Committee, will evaluate the coordination plan for compliance with current Federal and State standards. The plan will also be reviewed for updates to identified needs, strategies for meeting those needs, and prioritizing transportation services for funding and implementation. *Product Estimated Completion: 4th quarter of 2026.*
- Bicycle and Pedestrian Implementation & Safe Routes to School Task Force:** CAMPO is represented on the Columbus Bicycle and 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 consistent with the performance measures/targets of the MTP, specifically strategies 4.4A, 4.4C, and 5.6D. 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. BPIT and SRTS have strategized on a list of sidewalk gaps and will continue to fill-in these areas to expand and complete the bike-ped network (consistent with strategies 4.2A, 4.2C, and 5.3C of the MTP). *Estimated Completion: Ongoing.* BPIT/SRTS coordinated the annual Bike to Work Day which included information booths for members of the public to learn about transportation projects happening throughout Bartholomew County. CAMPO is working with the City Engineering Department to create a social media education campaign to help educate the public on safe pedestrian facilities.

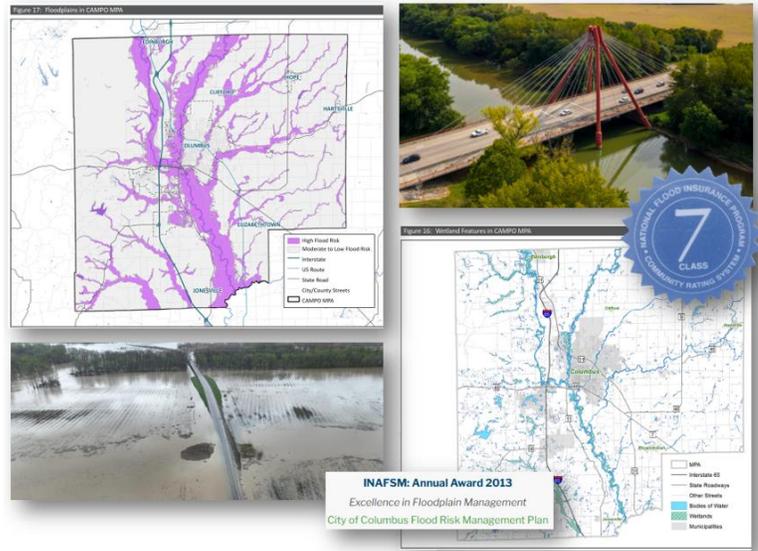


- **Implementation of the City of Columbus Bicycle-Pedestrian Plan:** CAMPO funded the City of Columbus Bike-Ped plan that was adopted April of 2022 (consistent with strategy 3.3C of the MTP). As an effort to implement the plan, the City of Columbus Subdivision Control Ordinance was updated in 2023 to codify recommendations from the plan. Since then, all new subdivisions must provide road improvements that provide bike-ped amenities consistent with the Bike-Ped Plan, therefore providing multi-model infrastructure during land use development. For the next phase of implementation, CAMPO’s Bicycle and Pedestrian Coordinator has been working with BPIT in assessing the best location for lighting, signage, and trailheads and installing the appropriate wayfinding. The Bicycle and Pedestrian Plan encourages safe and comfortable bicycle facilities located on the roadway, adjacent to the road, or on a nearby parallel corridor (consistent with strategy 3.3A of the MTP). *Estimated Completion: Ongoing.*
 - The City of Columbus was awarded Bicycle Friendly Community for 2024-2028 from The League of American Bicyclists. As part of this award, Columbus was reviewed on existing facilities and planning initiatives. This review also included a public survey where community members were asked many questions including intended use of the facilities and desired changes. The survey results will be utilized in implementation strategies and will help influence the MTP update which is in progress.
 - CAMPO staff has made progress on the signage and wayfinding plan. After further review, larger trail-head signs will be installed first, with approximately 5 sites flagged for the first round of installation.
 - CAMPO staff, in coordination with the City Engineering Department, won a tactical urbanism grant. This grant is a demonstration project where a temporary installation will inform permanent improvements. The project site was one of the intersections studied during the intersection audit. The audit recommended traffic calming measures and curb extensions. The site is located near multiple schools with many pedestrian and bicycle users. This project also received the support of Columbus Regional Health and Bartholomew Consolidated School District. This project was submitted February 2025, awarded May 2025, finale design completed June 2025, and installation August 2025. This area will continue to be analyzed throughout the installation (including public survey) to determine the best permanent improvements.
- **Using Bicycle and Pedestrian Counters to Prioritize Projects:** CAMPO continues to use data from the bicycle and pedestrian counters to assess improvements, track usage, and prioritize projects. CAMPO purchased four bike counters in 2024, so anticipates no purchases or maintenance needs in 2025 or 2026. *Estimated Completion: Ongoing*

Task 600: Other Planning Initiatives/Special Studies

CAMPO supports special studies that influence and guide transportation planning throughout Bartholomew County.

- Columbus Flood Risk Management Plan Update - Phase 1&2:** 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 (consistent with strategy 5.5D of the MTP). This project includes the update of the Flood Risk Management Plan (FRMP) and the Flood Response and Evacuation Plan (FREP).



- The first phase was started in 2024, and was intended to be completed in the 1st quarter of 2025. Phase 1 was completed June 2025.
 - The second phase was anticipated to be under contract in the 1st quarter of 2025 and in progress throughout 2025 and 2026, however, will now be under contract in 4th quarter of 2025 and in development 2025 through 2027. This project includes 4 main tasks to be completed over the next couple years (see below). *Updated Product Estimated Completion: 4th quarter of 2027.*
 - Task 1: Update of Flood Risk Management Plan Q4 2025- Q3 2026
 - Task 2: Update of Flood Response and Evacuation Plan Q4 2026 – Q2 2027
 - Task 3: Tabletop exercise of new FREP and planning documents Q3 2027
 - Task 4: Update of outreach packets and deliverables Q4 2027
- Small Area Plan for Columbus/Bartholomew County:** The City of Columbus-Bartholomew County Planning Department intends to execute a small area plan. The focus area will be dependent on evolving community priorities, available CAMPO funds, and local interest. Possible focus areas include south-east Columbus where annexation and future growth impacting the transportation network is anticipated, or the I-65/US 31 interchange area. The Bartholomew Northern Gateway Plan was originally created in 2012 to address land use and travel near the intersection of US-31 and I-65. Since then, there has been new development that has effected this area specifically in the previously unstudied north-east quadrant. *Product Estimated Completion: 4th quarter of 2026*

Work Programs Schedules

Work Programs Planned for 2025 (as of Sept 8, 2025)

Quarter	Products	Element	For	Anticipated Completion	Actual Completion
1st Quarter (Jan, Feb, Mar)	Quarterly Reimbursement & Progress Report	100	CY 2024 Q4	January	Jan 21 st
	Quarterly TIP Tracking Meeting	300	SFY 2025 Q2	January	Jan 28 th
	UPWP (Unified Planning Work Program), 2025 update <i>if needed based on actual \$ on PO</i>	100	CY 2025-2026	February	Feb 10 th
	Planning Department Newsletter Article	100	February	February	Feb 1 st
	TIP (Transportation Improvement Program)	300	SFY 2026-2030	Draft by Feb	Feb 21 st
	Annual Completion Report	100	CY 2024	by March 31 st	Feb 27 th
	Transit Route Study	500	-	1st Quarter	March 20 th
	Strategic Growth Study Update	200	-	1st Quarter	In Process
	Columbus Flood Management Plan Update	600	-	Under Contract Q1	Dec 10, 2024
2nd Quarter (April, May, June)	Quarterly Reimbursement & Progress Report	100	CY 2025 Q1	April	April 21 st
	Quarterly TIP Tracking Meeting	300	SFY 2025 Q3	April	April 22 nd
	Planning Department Newsletter Article	100	May	May	May 1 st
	TIP (Transportation Improvement Program)	300	SFY 2026-2030	by mid-May	May 13 th
3rd Quarter (July, Aug, Sept)	Quarterly Reimbursement & Progress Report	100	CY 2025 Q2	July	July 17 th
	Quarterly TIP Tracking Meeting	300	SFY 2025 Q4	July	July 22 nd
	Planning Department Newsletter Article	100	August	August	August 1 st
	Planning Certification Review (INDOT Site Visit)	-	-	-	August 6 th
	ALOP (Annual List of Obligated Projects)	300	SFY 2025	by Sept 30 th	Sept 3 rd
	UPWP (Unified Planning Work Program), 2026 Update	100	CY 2025-2026	Draft by Sept	Sept 8 th
	MTP (Metropolitan Transportation Plan)	400	2050	Under Contract by Q3	In Process
	Bylaws Evaluation and Update	100	-	3rd Quarter	Sept 8 th
	Public Participation Plan Update	100	-	3rd Quarter	May 12 th

4th Quarter <i>(Oct, Nov, Dec)</i>	Quarterly Reimbursement & Progress Report	100	CY 2025 Q3	October	In Process
	Quarterly TIP Tracking Meeting	300	SFY 2026 Q1	October	In Process
	Cost Allocation Plan	100	CY 2026	by Oct 15 th	August 20 th
	UPWP (Unified Planning Work Program), 2026 Update	100	CY 2025-2026	by mid-Oct	In Process
	Planning Department Newsletter Article	100	November	November	In Process

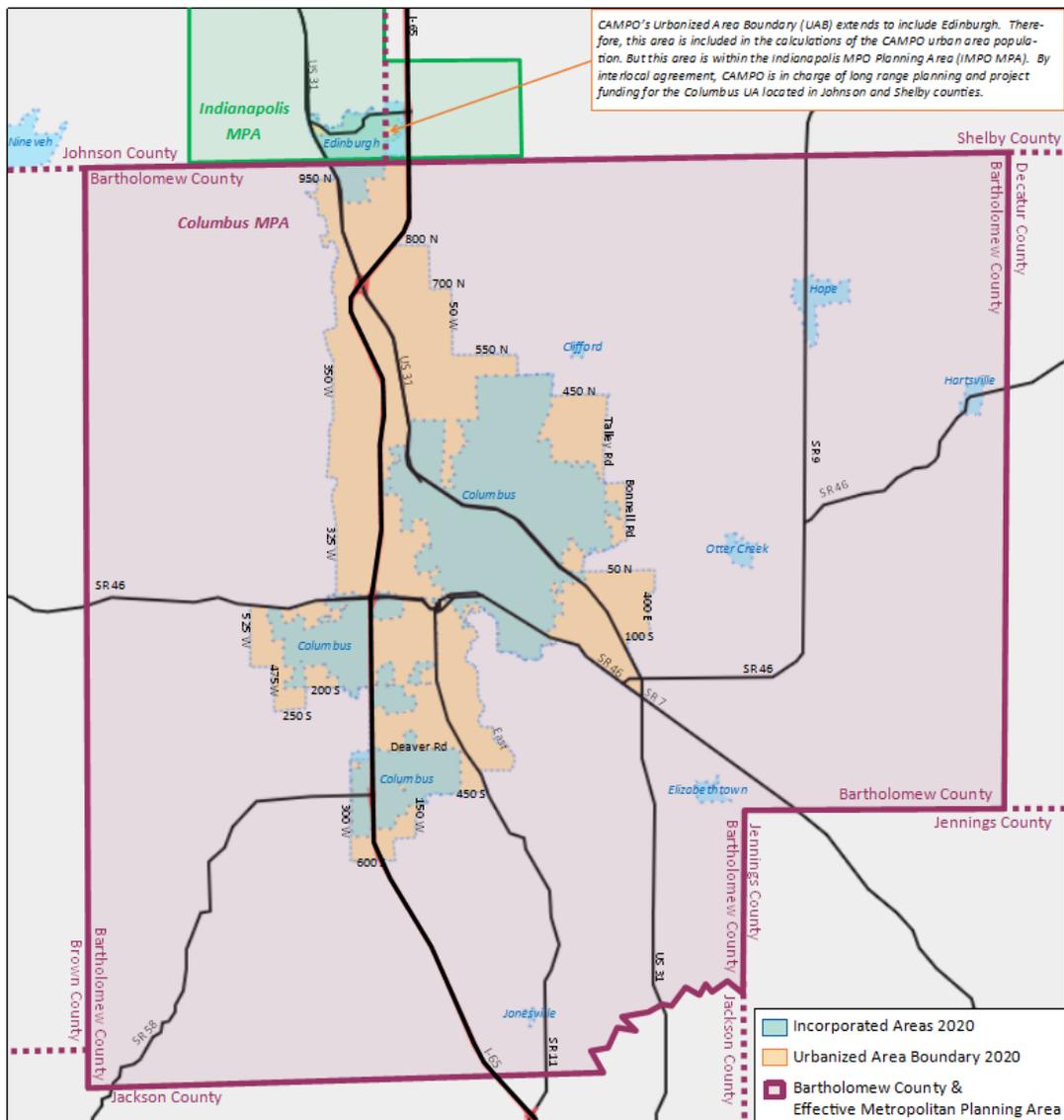
Work Programs Planned for 2026 (as of Sept 8, 2025)

Quarter	Products	Element	For	Anticipated Completion
1st Quarter <i>(Jan, Feb, Mar)</i>	Quarterly Reimbursement & Progress Report	100	CY 2025 Q4	January
	Quarterly TIP Tracking Meeting	300	SFY 2026 Q2	January
	UPWP (Unified Planning Work Program), 2026 Update <i>if needed based on actual \$ on PO</i>	100	CY 2025-2026	For Feb Mtg.
	Planning Department Newsletter Article	100	February	February
	Annual Completion Report	100	CY 2025	by March 31 st
2nd Quarter <i>(April, May, June)</i>	Quarterly Reimbursement & Progress Report	100	CY 2026 Q1	April
	Quarterly TIP Tracking Meeting	300	SFY 2025 Q3	April
	Planning Department Newsletter Article	100	May	May
	Draft MTP for 30-Day Public Comment	400	2050	May
3rd Quarter <i>(July, Aug, Sept)</i>	Quarterly Reimbursement & Progress Report	100	CY 2026 Q2	July
	Quarterly TIP Tracking Meeting	300	SFY 2025 Q4	July
	MTP (Metropolitan Transportation Plan)	400	2050	For July Mtg.
	Planning Department Newsletter Article	100	August	August
	Cost Allocation Plan	100	CY 2027	August
	UPWP (Unified Planning Work Program)	100	CY 2027-2028	For Sept Mtg.
	Annual Title VI Plan & Goals Update	100	CY 2027	For Sept Mtg.
	ALOP (Annual List of Obligated Projects)	300	SFY 2026	by Sept 30th
TIP (Transportation Improvement Program - Call for Projects)	300	SFY 2028-2032	by end Sept	
4th Quarter <i>(Oct, Nov, Dec)</i>	Quarterly Reimbursement & Progress Report	100	CY 2026 Q3	October
	Quarterly TIP Tracking Meeting	300	SFY 2027 Q1	October
	Planning Department Newsletter Article	100	November	November
	Small Area Plan	600	-	4th Quarter
	Coordinated Public Transit Human Services Transportation Plan	500	-	Q4 2026
	Columbus Flood Management Plan Update	600	-	Q4 2027

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 UA is based on population density and is re-evaluated after each Decennial Census. The map below represents the current CAMPO MPA boundary and Urban Area as determined by the 2020 Census. CAMPO’s Urbanized Area Boundary (UAB) is mostly focused around Columbus, but it extends north to include portions of Blue River Township in Johnson County and Jackson Township in Shelby County around Edinburg. A 2015 Memorandum of Agreement, updated in 2023, shifted planning responsibilities, including air quality monitoring, for these areas in Johnson and Shelby counties to the Indianapolis MPO (IMPO). CAMPO continues to be responsible for long range planning and project funding for the Columbus UA located in Johnson and Shelby counties (Edinburg). The CAMPO effective MPA, therefore, is Bartholomew County.



Appendix B: CAMPO Policy Board and Technical Committee

Policy Board

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

Agency	Current Representative
City of Columbus Mayor	Mary Ferdon
Bartholomew County Commissioners	Tony London
Bartholomew County Council	Kim Bennett
Columbus City Council	Tom Dell
Bartholomew County Plan Commission	Tom Finke
Columbus Plan Commission	Dennis Baute
INDOT Seymour District	Becky Packer
Federal Highway Administration – Indiana Division (<i>non-voting</i>)	FHWA Rep.
Federal Transit Administration – Region 5 (<i>non-voting</i>)	FTA Rep.

Technical Advisory Committee

The Technical Advisory Committee includes 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.

Agency	Current Representative
Bartholomew County Engineer	Danny Hollander
Columbus City Engineer	Andrew Beckort
Columbus-Bartholomew County Planning Director	Jeff Bergman
Columbus Transit Transportation Director	Matt Dudukovich
Columbus Police Chief	Steve Norman
Columbus Municipal Airport Director	Brian Payne
Columbus City Utilities Director	Roger Kelso
Columbus-Bartholomew GIS Coordinator	Jeff Lucas
Columbus Parks & Recreation Director	Mark Jones
Bartholomew Consolidated School Corporation Transportation Director	Anthony McKeand
INDOT Office of Technical Planning	Emmanuel Nsonwu
INDOT Office of Transit	Brian Jones
INDOT Seymour District	Becky Packer
Federal Highway Administration – Indiana Division	FHWA Rep.
Federal Transit Administration – Region 5	FTA Rep.

Appendix C: Common Acronyms and Terms

3-C	Continuing, Comprehensive and Cooperative Planning Process
ADA	Americans with Disabilities Act
CAC	Citizens Advisory Committee
CAMPO	Columbus Area Metropolitan Planning Organization
CE	Construction Engineering
CMAQ	Construction Mitigation and Air Quality
CN	Construction
CY	Calendar Year
DES#	Designation Number
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment and Jobs Act
INDOT	Indiana Department of Transportation
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHFP	National Highway Freight Program
NHS	National Highway System
PE	Preliminary Engineering
PL Funds	Planning Funds
RR	Railroad
RW	Right-of-way
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TA	Transit Alternatives
TAC	Transit Advisory Committee
TAMP	Transportation Asset Management Plan
TAM Plan	Transit Asset Management Plan
TC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
UT	Utilities

Appendix D: Performance Measures and Targets

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

1. *Safety*: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. *Infrastructure Condition*: To maintain the highway infrastructure asset system in a state of good repair.
3. *Congestion Reduction*: To achieve a significant reduction in congestion on the National Highway System.
4. *System Reliability*: To improve the efficiency of the surface transportation system.
5. *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.
6. *Environmental Sustainability*: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. *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 (and amended February 10, 2025), 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

Appendix E: Cost Allocation 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 2025 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:



Ashley Beckort, CAMPO Manger

Date: August 18, 2024

Organization: Columbus Area Metropolitan Planning Organization

Appendix F: Cost Allocation Plan Approval Letter



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-TP
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Mike Braun, Governor
Lyndsay Quist, Commissioner

August 20, 2025

Ashley Beckort, Director
Columbus Area Metropolitan Planning Organization
123 Washington Street
Columbus, IN 47201

Dear Ms. Beckort,

INDOT has reviewed the CY 2026 Cost Allocation Plan presented by Columbus MPO for the period of January 1, 2026 through December 31, 2026.

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 2025-2026 UPWP Amend Update for future reference. Should the indirect rates change during the CY 2026 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	73.23%
Indirect	9.77%

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 horizontal line.

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

CC: E. Tait
P. Story
J. Mitchell
File

Appendix G: Planning Process Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION – Calendar Year 2026

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(e) (8) of the Infrastructure Investment and Jobs Act (IIJA) 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**



Ashley Beckort

CAMPO Manager
Title

August 21, 2025

Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

8/21/2025

Date

Appendix H: FHWA Approval Letter



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

Roy Nunnally, Director
Technical Planning & 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) October 6th, 2025 request for the Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA) to approve the Columbus Area Metropolitan Planning Organization (CAMPO) CY 2025-2026 Unified Planning Work Program (UPWP) Final Update Amendment. FHWA and FTA have, in cooperation with INDOT, reviewed the CAMPO's 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 State FY 2026 (July 1, 2026).

Should you have any questions, please contact Paige Story of FHWA at (317) 226-7476 or Cecilia Crenshaw of FTA at (312) 705-1268.

Sincerely,

ANTHONY
WILLIAM GREEP

Digitally signed by
ANTHONY WILLIAM GREEP
Date: 2025.11.12 06:50:08
-06'00'

Anthony W. Greep
Office of Planning & Program Development
FTA Region V

Sincerely,

Paige
Story

Digitally signed by
Paige Story
Date: 2025.11.12
11:08:06 -05'00'

For: Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

ecc: Ashley Beckort, CAMPO
Emmanuel Nsonwu, INDOT
Cecilia Crenshaw, FTA
Erica Tait, FHWA