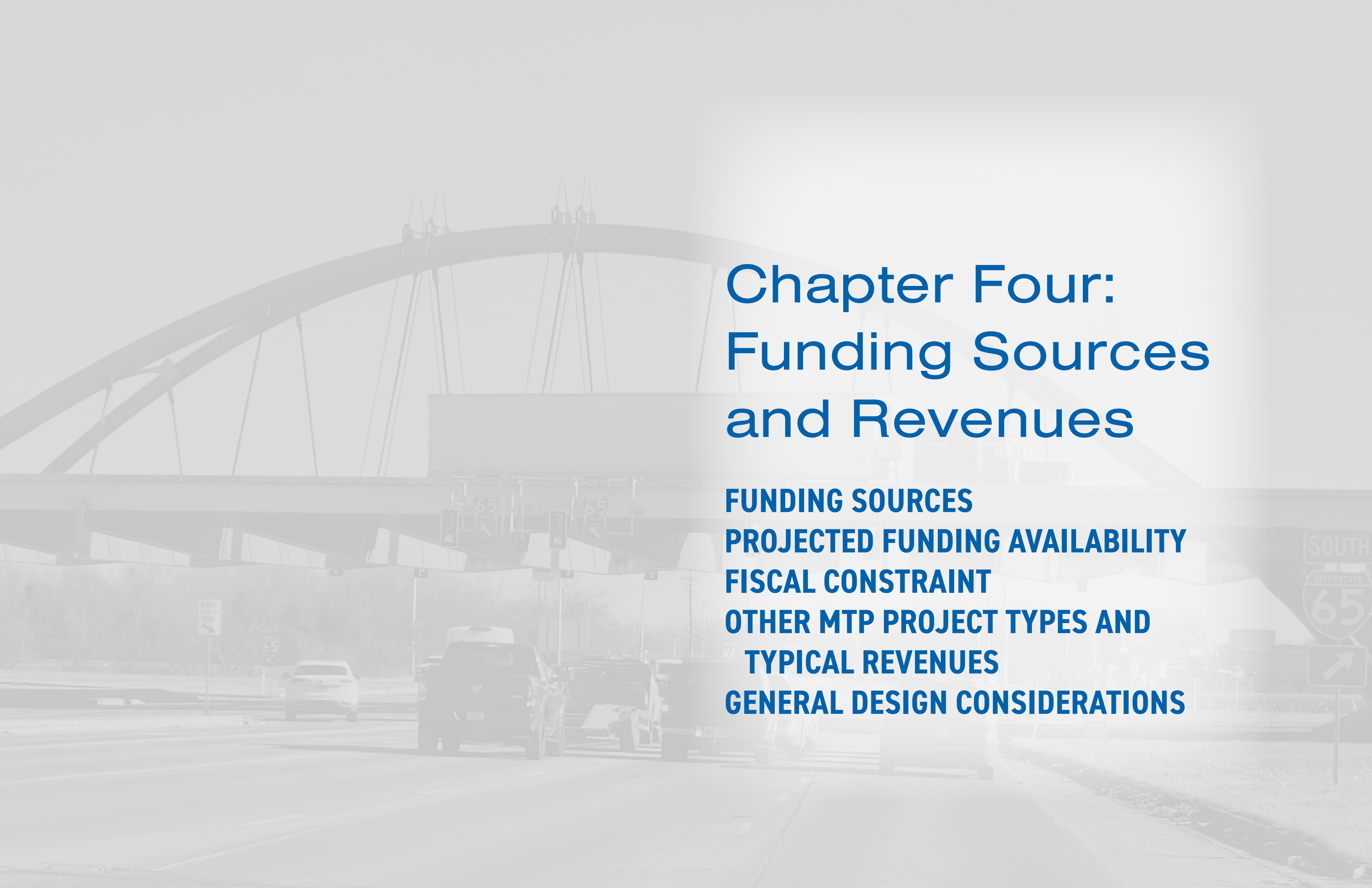




Chapter Four: Funding Sources and Revenues

**FUNDING SOURCES
PROJECTED FUNDING AVAILABILITY
FISCAL CONSTRAINT
OTHER MTP PROJECT TYPES AND
TYPICAL REVENUES
GENERAL DESIGN CONSIDERATIONS**



The purpose of the MTP is to identify projects that would realistically be funded to improve transportation conditions in the CAMPO MPA. To determine which projects could be funded, the MTP must clearly show expected funding sources and revenues available to CAMPO between now and 2050. This section identifies the estimated revenue from existing and proposed funding sources over the plan period and compares it against estimated projected costs of constructing, maintaining, and operating the existing and planned transportation system through 2050.

FUNDING SOURCES OVERVIEW

The Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, changed the long range planning process from a need-based analysis with little consideration to transportation revenue to a more financially constrained program planning method. Subsequent reauthorization bills all require that MPOs ensure the long range plan is fiscally constrained, so that the projects programmed do not exceed the amount of revenue reasonably expected to be available for transportation improvements over the 25-year plan period. It is important to prioritize transportation investments to maximize the return on those investments.

The primary source of federal funding is the Highway Trust Fund (HTF), which is funded by federally assessed gasoline taxes, aviation fuel, and landing fees. Federal funds are apportioned among the states, and then each state's approval is divided among the individual apportioned programs on a formula basis. The state's share of the fiscal year's apportionments is adjusted, if necessary, to ensure that the total funds received by each State is at least 95% of the dollar amount of its contributions to the Highway Account of the Highway Trust Fund.

State highway funds are generated from fuel taxes (gasoline and diesel) and vehicle registration fees (registration, title, and license fees). Individual federal and state transportation funding programs are typically either formula-based or discretionary. Formula-based programs provide funding for each MPO based on factors such as local population, while discretionary programs award funding to specific projects on a competitive basis. Only formula-based funding program revenues are assumed in the MTP financial plan. Additional details on individual formula-based and discretionary funding programs are identified by mode and included in the relevant modal plan sections within this MTP.

Most federal transportation programs require a 10-20% match from state, local, or other funding sources. Local funding for transportation projects is primarily through state allocations, block grants, municipal and county budgets, local park district budgets, developer agreements, and private donations. Additional revenue can be obtained from property taxes, sales taxes, and special assessments. This funding is crucial to provide the local match for state and federally funded projects. Local agencies can also work with developers and business associations to obtain private funding through right-of-way contributions and cost sharing.

The City of Columbus Engineering Department has an annual thoroughfare fund budget which can be used to partially or fully fund projects in the City of Columbus Thoroughfare Plan. It can be used to provide local match for projects in the TIP, pay for the utility phase, or fully fund a small project. Columbus and Bartholomew County both have Tax Increment Financing (TIF) districts. In the past, TIF funds have supported some transportation-related projects in Columbus, including downtown parking garages and Woodside Industrial Park infrastructure. While these funds could potentially be used for transportation-related projects in the future, this is not a predictable revenue stream.

PROJECTED ROADWAY FUNDING AVAILABILITY

Since federal, state, or local sources are subject to legislative details, they do not provide the same level of funding every year. As a result, estimated revenue for the 25-year planning period can be difficult to predict. Federal regulations require the financial plan to determine that "all cost and revenue projections shall be based on the data reflecting the existing situation and historical trends."

The revenue for the first four fiscal years of the plan period is obtained from the FY 2026-2030 TIP. The revenue projections for the remaining 19 years of the plan are estimated based on historic funding amounts. Federal funding is divided into two main revenue sources, formula-based funding and discretionary funding. Formula-based funding is administered to MPOs by INDOT based on population. Discretionary funding is grant-based and competitive, meaning that award amounts for CAMPO vary from year to year.

Based on historical funding, CAMPO is typically apportioned \$2,539,223 of formula-based funding annually by INDOT. Any additional federal funding received as part of the discretionary grant based programs can be used to fund illustrative projects if, and when, this funding becomes available. CAMPO is also permitted to trade this money between other Indiana MPOs to fund projects that exceed the available allotment of formula-based funding to each MPO each year. These trades are documented in the TIP.

The federal funding for the 2050 CAMPO MTP is estimated based on the following assumptions:

- ◆ All the projects listed in FY 2026-2030 TIP are assumed to be fiscally constrained based on CAMPO's allotment, any formula-based funding trades with other MPOs, and discretionary funding from other sources. CAMPO's FY 2026-2030 TIP project listing is included in [Appendix B: TIP Project List](#).
- ◆ The federal revenue for the next 19 years (FY 2031 – FY 2050) was calculated based on the average allotment allocated to CAMPO each year, with an annual inflation rate of 2% from FY 2031-2035 followed by a flat line of the FY 2035 estimated allotment for the remaining years in the planning horizon. This flat line of projected revenues following FY 2035 aligns with current INDOT funding projection practices. The estimated federal revenue for the FY 2031-FY 2050 MTP planning horizon is calculated to be \$55,531,108.

Local agencies are expected to contribute to the required local share of the transportation projects programmed in the TIP and the MTP. Local revenue sources may include municipal and county budgets, state allocations, and special assessments. Local agencies continue to seek financial participation from private developers whose projects necessitate transportation improvements.

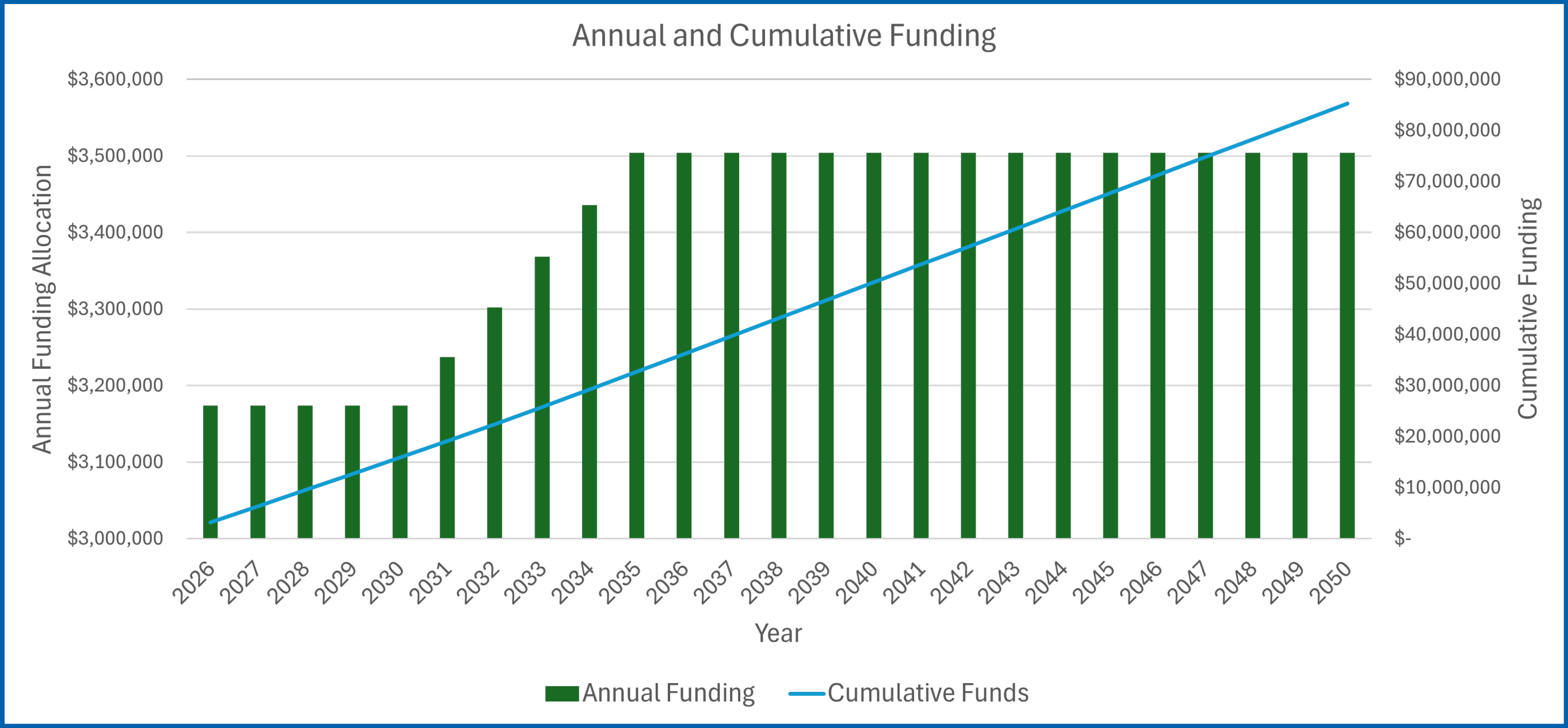
- ◆ A total of \$9,350,885 in local funding is allocated for transportation projects in FY 2026-2030 TIP. This is a local match of 42.4%, which is significantly more than the required 20% match of \$3,174,029.
- ◆ Assuming a more conservative 20% local match for federally subsidized projects for the FY 2031-FY 2050 MTP planning horizon, the additional required local match is estimated to be \$13,882,777.



Table 8: CAMPO Roadway Project Revenue Estimation

TIMEFRAME	FEDERAL APPROPRIATION	LOCAL CONTRIBUTION	TOTAL FUNDS
Short-Term (2026-2030)	\$12,696,115	\$9,350,885	\$22,047,000
Mid-Term (2031-2040)	\$27,496,038	\$6,874,009	\$34,370,047
Long-Term (2041-2050)	\$28,035,070	\$7,008,768	\$35,043,838
TOTAL (2026-2050)	\$68,227,223	\$23,233,662	\$91,460,885

Table 8 shows federal and matching local fund estimations for CAMPO across the planning horizon for this MTP. These totals represent the revenue expected to be available to fund projects across the three time bands shown: short-term (which matches the TIP planning horizon), mid-term, and long-term.





ROADWAY OPERATION AND MAINTENANCE CONSIDERATIONS

In addition to the capacity improvement projects programmed in the MTP, the operation and maintenance of the existing transportation system is important to preserve past investments and maximize the safety, efficiency and reliability of the existing system. The operational costs include snow and ice removal, street lighting, traffic signal maintenance, drainage work, equipment purchases, administration, and other related costs. Maintenance costs include the cost associated with maintaining the existing federal-aid roadway infrastructure, including pavement and bridge resurfacing and replacement, and associated infrastructure like curbs and storm sewers.

INDOT’s role includes the day-to-day operation and maintenance of the federal-aid eligible highway system in the state. The agency commits state dollars for general operations and maintenance of the roadway system. Bartholomew County and the City of Columbus use local revenue to maintain and preserve the local transportation system in addition to providing local matches to federally funded/ subsidized projects. [Table 9](#) presents the estimated operation and maintenance costs projected to be incurred by Bartholomew County and the City of Columbus from 2026 through 2030, along with projected costs through 2050 assuming a consistent annual inflation rate of 2%.

Table 9: Projected Local Operations and Maintenance Costs (Source: CAMPO 2026-2030 TIP)

FISCAL YEAR	2026	2027	2028	2029	2030 (ILLUSTRATIVE)	2026 - 2030 TOTAL	2031-2050 (PROJECTED)
Bartholomew County Operations (Highway Department)	\$5,000,000	\$5,200,000	\$5,500,000	\$5,800,000	\$6,100,000	\$27,600,000	\$151,178,235
Bartholomew County Maintenance (Highway Department)	\$2,800,000	\$2,700,000	\$2,600,000	\$2,500,000	\$2,400,000	\$13,000,000	\$59,479,961
City of Columbus Operations (Department of Public Works)	\$3,076,871	\$3,164,197	\$3,259,123	\$3,356,897	\$3,457,602	\$16,314,690	\$85,690,847
City of Columbus Maintenance (Engineering Department)	\$5,900,000	\$5,900,000	\$5,900,000	\$5,900,000	\$5,900,000	\$29,500,000	\$146,221,571
Totals	\$16,776,871	\$16,964,197	\$17,259,123	\$17,556,897	\$17,857,602	\$86,414,690	\$442,570,615

FISCAL CONSTRAINT

Federal regulations require that roadway projects be prioritized and programmed into a fiscally constrained preferred scenario as part of MTP development. [Chapter 5](#) of the MTP provides greater detail on the roadway projects included in the fiscally constrained CAMPO program, as well as the results of an updated travel demand model that shows the expected impacts of the fiscally constrained roadway program on transportation conditions in the CAMPO MPA. Additional illustrative roadway projects are also included.

[Table 10](#) compares the total implementation cost of the identified roadway projects that are part of the preferred 2050 development scenario

Table 10: Roadway Project Demonstration of Fiscal Constraint

TIMEFRAME	TOTAL FUNDS	PROJECT COSTS	REMAINDER
Short-Term (2026-2030)	\$22,047,000	\$22,047,000	\$0
Mid-Term (2031-2040)	\$34,370,047	\$30,836,974	\$3,533,074
Long-Term (2041-2050)	\$35,043,838	\$28,793,873	\$6,249,965
TOTAL (2026-2050)	\$91,460,885	\$81,677,846	\$9,783,038

to the projected funding available to CAMPO between now and 2050. This table demonstrates that the identified projects in this MTP are fiscally constrained. Remainder funds shown in the table below can be used alongside discretionary funds to develop and construct other illustrative projects included in the MTP. In total, there are 16 fiscally constrained local roadway projects in the MTP. There was not sufficient funding for an additional 19 local roadway projects that are included in this MTP as illustrative roadway projects.

OTHER MTP PROJECT TYPES AND TYPICAL REVENUES

This MTP identifies roadway projects (Chapter 5) as well as four other project types and presents them along with relevant existing conditions information, prioritization criteria, and funding program references each in their own section.

ROADWAY PROJECTS

The roadway projects require the overall fiscal constraint analysis that has been provided in this section. These roadway projects may also incorporate spot safety, bicycle and pedestrian, and bridge project elements. All other mode-specific sections with projects in the plan do not require a calculation of fiscal constraint. As a result, all other listed projects in this MTP are illustrative. CAMPO and its partner agencies will seek to implement them as funding allows and concurrent project opportunities arise. In each section, projects are displayed in map and table format and color-coded by project owner.

SPOT SAFETY PROJECTS

Chapter 6 includes the MTP spot safety projects. Spot safety projects are identified separately from roadway projects in this MTP due to the significant level of local safety planning occurring in the CAMPO MPA. This planning has identified new projects along federal-aid roadways that often will differ in scope from a typical roadway project. While these projects could be incorporated as an element of other roadway projects, many of the spot safety projects are located where broader roadway projects are not currently planned.

Spot safety projects are also distinct from roadway projects in that they are typically funded through discretionary programs, rather than formula-based ones. One such program, the Highway Safety Improvement Program (HSIP), is providing \$4,984,500 in funding across three projects included in the CAMPO TIP. One of these projects is a roadway project, while the other two would be considered spot safety projects. Another program, Section 130, is funding \$1,024,000 in railroad crossing safety improvements.

The Safe Streets and Roads for All (SS4A) discretionary grant program also recently funded the development of the City of Columbus Safety Action Plan. With the action plan now adopted, the city can pursue SS4A funding to implement the projects identified in their safety action plan.



BICYCLE AND PEDESTRIAN PROJECTS

Chapter 7 includes standalone MTP bicycle and pedestrian projects. While many roadway projects shown in Chapter 5 include bicycle and pedestrian facility improvements, local planning efforts have identified other locations with bicycle and pedestrian facility improvement needs that typically do not require road reconstruction. These planning efforts have defined both project locations and allowable facility types to help with project scoping and prioritization.

Several discretionary funding programs specifically fund bicycle and pedestrian projects, but none of those are currently funding any projects listed in the TIP. These standalone projects have often been constructed entirely with local funding sources.

TRANSIT PROJECTS

Chapter 8 includes the MTP transit projects. Unlike other projects in this MTP, transit projects are more often programmatic and focused on specific operations and maintenance efforts related to transit facilities, infrastructure, and rolling stock. These projects are currently all administered by ColumBUS, the local transit agency operating in the CAMPO MPA.

Transit program funding is formula-based, rather than discretionary, meaning that revenue projections can be calculated with greater certainty. The federal, state, and local funding allotted for transit operations for the first five fiscal years of the MTP planning period is calculated from the CAMPO TIP to be \$13,122,170, or \$2,624,434 per year. Over the TIP horizon, an additional \$2,670,196 is allocated to transit capital improvement projects (an average of \$534,039 per year). Based on these annual revenues, the total revenue for ColumBUS transit for the remaining 20 years of the plan period (FY 2031-2050) at 0% inflation is estimated to be \$60,545,030. [Table 11](#) displays these projected revenues for transit projects in the CAMPO MPA.

Table 11: Transit Project Projected Revenues

TIMEFRAME	OPERATING REVENUES	CAPITAL REVENUES	PROJECTED TOTAL REVENUES
Short-Term (2026-2030)	\$13,122,170	\$2,670,196	\$15,792,366
Remainder of Planning Horizon (2031-2050)	\$49,864,246	\$10,680,784	\$60,545,030
TOTAL (2026-2050)	\$62,986,416	\$13,350,980	\$76,337,396

BRIDGE PROJECTS

Chapter 9 includes the standalone MTP bridge projects. These projects are identified based on results of regular bridge inspection programs led by INDOT and local agency partners. As bridges approach the end of their design life or otherwise demonstrate a need for repair, funding is programmed to reconstruct or repair these bridges.

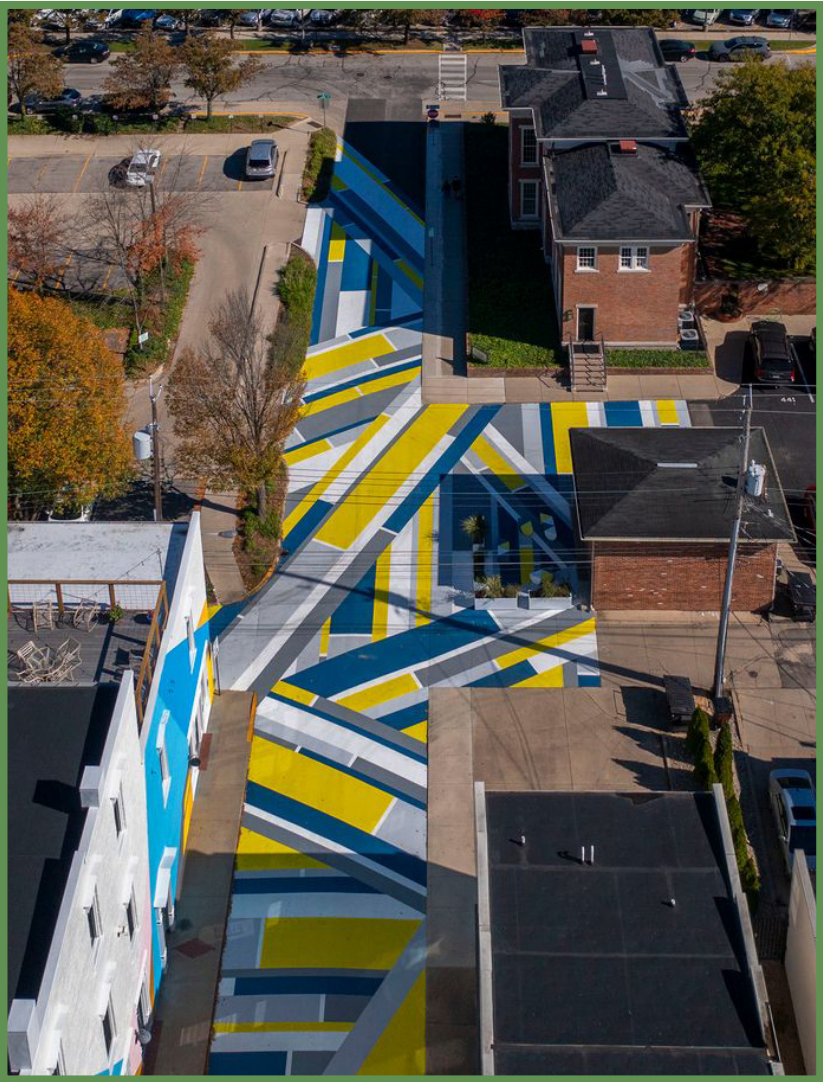
The CAMPO TIP includes \$18,975,000 in FY 2026-2030 funding for three bridge replacement projects that are funded through a combination of STBG, discretionary Group IV, and Local Bridge funds. An additional \$747,709 in local bridge funds is earmarked in the TIP to support a continuation of the local bridge inspection program.

GENERAL DESIGN CONSIDERATIONS

Through discussions with CAMPO staff, local agency partners, and the public, several general design considerations were identified for inclusion as part of all transportation project development in the CAMPO MPA. These design considerations are not meant to prioritize project locations or prescribe specific project elements. Rather, they are intended as guiding principles in the design of all projects, regardless of project type, location, or transportation mode being served. These are intended to perpetuate the MTP Goals and Objectives.

Transportation projects in the CAMPO MPA should focus on:

- ◆ Maintaining a high level of architectural design and neighborhood character
- ◆ Investing in existing facilities versus new construction
- ◆ Conducting public engagement throughout design
- ◆ Identifying tourism and economic opportunities as part of design
- ◆ Accommodating transit in design
- ◆ Accommodating freight uses and needs in design
- ◆ Making designs accessible for people of all abilities
- ◆ Exploring innovative alternatives as part of design
- ◆ Identifying connectivity improvement opportunities adjacent to project limits as part of design scoping
- ◆ Incorporating all known future spot safety and bicycle and pedestrian facility needs as components of roadway and bridge projects



APPENDIX B: TIP PROJECT LISTS

Information is sourced from the Transportation Improvement Program (TIP) as of April 2026, which identifies funded, near-term projects. It shows how these programmed projects align with and implement the long-range plan.

INDOT Projects in Columbus Area Metropolitan Planning Organization (CAMPO)														
Project in CAMPO's MPA (Bartholomew County) or Urbanized Area (Edinburgh Area)				INDOT Performance Measures:										
Project in Various Counties				Safety										
PE Preliminary Engineering				Pavement Condition										
UT Utilities				Bridge Condition										
CN Construction				Reliability/System Performance										
Red Changes since original TIP approval				CMAQ Emissions Reduction										
DES Number	Contract Number	Route	Location	Work Type	County	District	Funding Category	Phase	Fiscal Year	Federal Funds	Match Funds	Phase Total	Project Total Cost	Amendment Date
1802997	46217	SR 11	3.17 mil S of SR 46 @ Denois Creek	Bridge Deck Overlay	Bartholomew	Seymour	BR	CN	2027	\$ 964,086	\$ 241,022	\$ 1,205,108	\$1,724,018	9/22/2025, 1/21/2026
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	RW	2027	\$ 2,662,232	\$ 295,804	\$ 2,958,035	\$37,448,798	8/28/25
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	CN	2029	\$ 12,087,124	\$ 1,343,014	\$ 13,430,138		8/28/25
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	PE	2026	\$ 3,931,709	\$ 436,857	\$ 4,368,565		8/28/25
2000239	43264	11	(0.9 mile N of Jonesville)	Other Project Type	Bartholomew	Seymour	STBG	UT1	2028	\$ 8,000	\$ 2,000	\$ 10,000	\$1,826,273	
2000276	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	CN	2029	\$ 14,260,674	\$ 1,584,519	\$ 15,845,193	\$32,031,462	
2000291	45039	31	US 31 Southbound over Conrail, Indpls & Service Rd, 04.75 S I-65	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2026	\$ 1,450,401	\$ 162,600	\$ 1,813,001	\$3,052,929	8/28/25
2000292	B-45039	US 31	NB over Conrail, Indpls & Ser Rd, 04.75 S I-65	Bridge Deck Overlay	Bartholomew	Seymour	STBG	CN	2026	\$ 1,391,206	\$ 347,801	\$ 1,739,007	\$1,774,357	8/28/25
2000347	45693	I65	Bridge Over I 65, 01.18 miles N US 31	Bridge Thin Deck Overlay	Bartholomew	Seymour	NHPP	CN	2026	\$ 9,000	\$ 1,000	\$ 10,000	\$1,317,500	
2000347	45693	I65	Bridge Over I 65, 01.18 miles N US 31	Bridge Thin Deck Overlay	Bartholomew	Seymour	NHPP	CN	2027	\$ 1,059,750	\$ 117,750	\$ 1,177,500		
2001561	42995	VARI	Statewide Various locations - Conflict Warning Systems	District Traffic Project	Various	Multiple	STBG	CN	2026	\$ 1,230,187	\$ 307,547	\$ 1,537,734	\$1,537,734	
2001788		MIS	Geotechnical on call - multiple locations throughout the state	Other Project Type	Various	Multiple	STBG	PE1	2026	\$ 2,400,000	\$ 600,000	\$ 3,000,000	\$30,983,399	
2002952		VARI	Software License for Statewide ATMS for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	\$ 450,000	\$ 50,000	\$ 500,000	\$500,000	
2002953		VARI	Statewide TMC Dispatcher Operations & Eng Support Contract for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	\$ 1,620,000	\$ 180,000	\$ 1,800,000	\$1,800,000	
2002955		VARI	Statewide O&M fee for CARS/511 (Cond., Acquisition & Reporting System) FY 26	Traffic Management System Project	Various	Multiple	STBG	PE1	2026	\$ 400,000	\$ 100,000	\$ 500,000	\$500,000	
2002956		VARI	Statewide INRIX Traffic Data for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	\$ 1,080,000	\$ 120,000	\$ 1,200,000	\$1,200,000	
2100157	44143	VARI	Various locations; SR 60 and Payne Kohler Rd • I-65 US 31 Lowell Rd	District Signal Project	Various	Seymour	STBG	CN	2026	\$ 1,104,000	\$ 276,000	\$ 1,380,000	\$1,380,000	
2100189	44142	VARI	Various locations through the Seymour District	District Pavement Marking Project	Various	Seymour	STBG	CN	2026	\$ 600,000	\$ 150,000	\$ 750,000	\$750,000	
2100195	44144	VARI	From SR 445 to SR 37	Other Project Type	Various	Seymour	STBG	CN	2026	\$ 1,600,000	\$ 400,000	\$ 2,000,000	\$2,000,000	
2100243	43775	11	4.84 miles S of SR 46 (Southern Crossing) to SR 46	District Pavement Project (Non-I)	Bartholomew	Seymour	STBG	CN	2027	\$ 2,892,989	\$ 723,247	\$ 3,616,236	\$4,518,546	8/28/25
2100247	43787	46	0.31 miles E of SR 11 to 1.63 miles E of SR 11 (near Hege Ave)	Pavement Replacement	Bartholomew	Seymour	NHS	RW	2026	\$ 25,984	\$ 6,496	\$ 32,480	\$14,246,288	9/25/25
2100247	43787	46	0.31 miles E of SR 11 to 1.63 miles E of SR 11 (near Hege Ave)	Small Town Reconstruction Project	Bartholomew	Seymour	NHPP	CN	2028	\$ 10,232,457	\$ 2,558,114	\$ 12,790,571		1/7/26
2100568	43771	58	over WHITE CREEK, 05.61 W I-65	District Bridge Project (Replacement)	Bartholomew	Seymour	STBG	CN	2026	\$ 120,000	\$ 30,000	\$ 150,000	\$4,672,779	
2100568	43771	58	over WHITE CREEK, 05.61 W I-65	District Bridge Project (Replacement)	Bartholomew	Seymour	STBG	CN	2027	\$ 3,187,596	\$ 796,899	\$ 3,984,495		
2100601	43744	7	over LITTLE SAND CREEK, 01.81 S US 31	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2026	\$ 192,945	\$ 48,236	\$ 241,181	\$241,181	
2100998		SR11	SR 11 over UNT, 3.1 miles S of SR 46	Small Structure Replacement	Bartholomew	Seymour	STBG	CN	2027	\$ 276,000	\$ 69,000	\$ 345,000	\$433,331	8/28/25
2100999		SR 11	SR 11 over UNT, 4.7 miles S of SR 46	Small Structure Replacement	Bartholomew	Seymour	STBG	CN	2027	\$ 272,000	\$ 68,000	\$ 340,000	\$429,980	8/28/25
2101135		46	WB SR 46 to EB SR 46 -Old SR 46 aka Lindsey Street & 2nd Street	HMA Overlay, Preventive Maintenance	Barthomoew	Seymour	STBG	CN	2028	\$ 118,444	\$ 29,611	\$ 148,055	\$148,055	
2101642		MIS	Post-Const. BMP Program Implementation/MS4 MCM5 – Various Locations	Other Project Type	Various	Multiple	STBG	PE	2026	\$ 885,840	\$ 221,460	\$ 1,107,300	\$3,318,400	
2200197	44279	31	The intersection of US 31 and Co Rd. 800 N, approx. 1 mile north of I-65	Intersection Improvement Project	Bartholomew	Seymour	NHPP	CN	2026	\$ 200,000	\$ 50,000	\$ 250,000	\$1,672,033	
2200197	44279	31	The intersection of US 31 and Co Rd. 800 N, approx. 1 mile north of I-65	Intersection Improvement Project	Bartholomew	Seymour	NHPP	CN	2027	\$ 894,818	\$ 223,705	\$ 1,108,523		
2200492	44454	7	over Brush Creek, 0.09 mile N of US 31	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2029	\$ 991,067	\$ 247,767	\$ 1,238,834	\$1,843,134	8/28/25
2200551	45306	46	over Fishers Fork, 02.01 miles W of SR 9	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	NHPP	CN	2027	\$ 138,734	\$ 34,683	\$ 173,417	\$341,432	
2200593		SR 58	Over UNT South Fork White Creek, 6.84 miles E of SR 258	Small Structure Replacement with Bridge	Bartholomew	Seymour	STBG	CN	2027	\$ 622,641	\$ 155,660	\$ 778,301	\$1,076,474	
2200617	44407	46	over East Fork White River, 00.12 mile E of SR 11	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	NHPP	CN	2027	\$ 2,182,943	\$ 545,735	\$ 2,728,678	\$3,597,678	12/5/25
2200939	44476	VARI	I-275, 1.9 miles N of Exit 17 to 3500' S of Exit 17, from Ohio SL to Kentucky SL	Other Project Type	Various	Seymour	STBG	CN	2027	\$ 600,000	\$ 150,000	\$ 750,000	\$1,026,300	
2200940	44451	VARI	Seymour District Systemic Safety - New or Slotted Left Turn (No ROW)	Other Project Type	Various	Seymour	STBG	CN	2027	\$ 2,112,000	\$ 528,000	\$ 2,640,000	\$3,205,000	
2201149	44690	VARI	Traffic Signal Modernizations at various locations in Seymour District	District Signal Project	Various	Seymour	STBG	CN	2027	\$ 760,000	\$ 190,000	\$ 950,000	\$1,187,875	
2201179		VARI	Statewide Cell Service Communications for Signals and ITS Devices for FY 26	Traffic Management System Project	Various	Multiple	STBG	PE1	2026	\$ 1,000,000	\$ 250,000	\$ 1,250,000	\$1,250,000	
2201180		VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	Traffic Management System Project	Various	Multiple	STBG	CN	2026	\$ 280,000	\$ 70,000	\$ 350,000	\$350,000	

For a complete and searchable [Appendix B](#), please visit CAMPO's website.

