

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Application

Federal Award Identification Number (FAIN)	IN-2025-013
Award with Amendment Number	IN-2025-013-01
Temporary Application Number	1189-2025-2
Award Name	Section 5311 Operating Assistance, Intercity Bus, RTAP, and Section 5339 Vehicle Replacement and Expansion
Application Status	Final Concurrence / Reservation
Budget Revisions	0

Period of Performance Start Date	8/1/2025			
Original Period of Performance End Date	12/31/2028			
Current Period of Performance End Date	12/31/2029	Revision #: 0	Approved?: No	

Budget Period Start Date	8/1/2025
Budget Period End Date	12/31/2028

Part 1: Recipient Information

Name: INDIANA DEPARTMENT OF TRANSPORTATION

Recipient ID	Recipient OST Type	Recipient Alias	UEI	DUNS
1189	State Agency	INDIANA DEPARTMENT OF TRANSPORTATION	JGG2ZJCXBM3	824799555

Location Type	Address	City	State	Zip
Mailing Address	100 N SENATE AVE RM N749	INDIANAPOLIS	IN	46204
Physical Address	100 N SENATE AVE	INDIANAPOLIS	IN	46204

Union Information

There are no union contacts for this application

Part 2: Application Information

Title: Section 5311 Operating Assistance, Intercity Bus, RTAP, and Section 5339 Vehicle Replacement and Expansion

Award with Amendment Number	Application Status	Award Type	Application Cost Center	Date Created	Last Updated Date	From TEAM?
IN-2025-013-01	Final Concurrence / Reservation	Grant	Region 5	5/18/2026	5/18/2026	No

Application Executive Summary

Amendment #1

This amendment requests federal funding under Section 5311 and Section 5339 programs allocated to the State of Indiana to support rural and intercity transit services. The award includes \$16,575,174 in Section 5311 funds and \$5,778,662 in Section 5339 funds, for a total of \$22,353,836 in federal investment to enhance public transportation services and infrastructure across the state.

The Indiana Department of Transportation (INDOT) is the Designated Recipient of these funds, and no portion of the allocation is being sub allocated. Funding is used to provide operating assistance for 44 rural transit providers, ensuring the continuation of critical transportation services for residents in rural communities throughout Indiana. In addition, operating assistance is provided for 3 intercity bus providers, supporting essential connectivity between rural and urban areas.

This award includes the procurement of replacement and expansion transit vehicles to modernize vehicle fleets, improve service reliability, and address current and anticipated service demand. The grant also provides funding for software, surveillance, and miscellaneous equipment, which is added as a new projects under this grant amendment, to support transit operations, fleet maintenance, safety, and overall system effectiveness.

The total project cost associated with this amendment is \$40,015,152 consisting of \$22,353,836 in federal funds and \$17,661,316 in local matching funds. This investment supports INDOT's continued commitment to maintaining and improving public transportation services that promote mobility, access, and economic vitality in Indiana's rural and intercity communities. The federal funds included in this request are allocated as follows:

Section 5311 Operating Assistance FFY 2024: \$14,592,558 for rural transit operating assistance. This amendment adds \$14,592,558 to project IN-2025-013-01-01, Section 5311 Operating Assistance (ALI Code 30.09.01).

Section 5311 Intercity Operating Assistance: FFY 2024: \$1,982,616 for intercity bus operating assistance. This amendment adds \$1,982,616 to project IN-2025-013-02-01, Section 5311 Intercity Operating Assistance (ALI Code 30.09.01).

Section 5339 Bus and Bus Facilities Program:
FFY 2025: \$1,778,662 for replacement vehicles
FFY 2026: \$2,664,605 for replacement vehicles
FFY 2026: \$432,650 for expansion vehicles

FFY 2026: \$286,111 for software
FFY 2026: \$390,310 for surveillance equipment
FFY 2026: \$226,324 for miscellaneous equipment

Total Federal Funding:

\$22,353,836

Additional Attachments to this application include:

Operating POP #1 Amended and Capital POP #2 - Amended
Department of Labor Spreadsheet - Amended
Replacement Vehicles - Amended
Intercity Bus In-Kind Match Documentation - Amended
Section 5339 FFY 2026 Split Letter
STIP Modification 26 FTA 03

All supporting documentation submitted with the original grant application remains applicable to this amendment

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5311 project information is included in Appendix D.

Original

This application requests federal funding under Section 5311 and Section 5339 programs, allocated to the State of Indiana, to support rural and intercity transit services. Specifically, it seeks \$24,466,218 in Section 5311 funds and \$4,865,585 in Section 5339 funds, totaling \$29,331,803 in federal investment to enhance public transportation infrastructure across the state.

The Indiana Department of Transportation (INDOT) is the Designated Recipient of these funds, and no portion of the allocation is being sub-allocated. These resources will be utilized to provide operating assistance for 40 rural transit providers, ensuring the continuation of critical transportation services for residents in rural communities. Additionally, funding will support operating assistance for 3 intercity bus providers, helping to maintain essential connectivity between rural and urban centers. A key component of this grant includes the procurement of 50 replacement transit vehicles to modernize fleets and improve service reliability, along with 6 expansion vehicles to accommodate increasing demand and broaden service coverage.

This grant application represents a total funding request of \$54,238,761, consisting of \$29,331,803 in federal funds and \$24,906,958 in local matching funds. The federal funds included in this request are allocated as follows:

Section 5311 (FFY 2023): \$17,401,281 for rural transit operating assistance

Section 5311 (FFY 2024): \$2,268,811 for rural transit operating assistance

Section 5311 (FFY 2024): \$4,378,235 for intercity operating assistance

Section 5311 (FFY 2024): \$417,891 for Rural Transit Assistance Program (RTAP) (b)(3)

Section 5339 (FY 2024): \$2,644,247 for replacement vehicles

Section 5339 (FY 2025): \$1,672,238 for replacement vehicles

Section 5339 (FY 2025): \$549,100 for expansion vehicles

Total Federal Funding: \$29,331,803

By investing in public transit through this grant, INDOT aims to enhance mobility options for rural communities, improve service quality and efficiency, and support sustainable transportation infrastructure throughout Indiana. These funds will ensure the continued availability of safe and reliable transit services, promoting economic growth, accessibility, and connectivity for residents who depend on these transportation networks.

The local match for these projects will be sourced from a diverse range of funding streams, ensuring strong financial support for rural transit initiatives across Indiana. Funding contributions will come from city and county governments, local agency general funds, Title III programs, Medicaid, and the state Public Mass Transportation Fund (PMTF). These combined resources will help sustain critical transit services, allowing rural communities to maintain and improve accessibility for residents. Additionally, the local match for the three Intercity Bus Projects will be provided as an in-kind match by Greyhound, supporting connectivity between rural and urban areas.

To ensure transparency and compliance, several key attachments accompany this application. These include the Statewide Transportation Improvement Program (STIP) documentation, which has a federal approval date of September 1, 2023, demonstrating alignment with federal and state planning.

The Program of Projects (POP) is divided into Operating POP #1 and Vehicle POP #2, outlining funding allocations and project objectives. Additional supporting documents include the Section 5311/5339 State Management Plan, the Department of Labor (DOL) Letter of Assurance, and a labor compliance spreadsheet.

Also included are the INDOT Intercity Bus Study, Intercity Bus In-Kind Match support documentation, and the INDOT 2023 Transit Asset Management Plan, which provides a strategic framework for statewide transit resource management. Additionally, this application includes the list of replacement vehicles, detailing key specifications such as age, mileage, and identification numbers, as well as the long-range plan, which outlines future transit priorities and strategic initiatives.

Frequency of Milestone Progress Reports (MPR)

Quarterly

Frequency of Federal Financial Reports (FFR)

Quarterly

Does this application include funds for research and/or development activities?

This award does not include research and development activities.

Pre-Award Authority

This award is using Pre-Award Authority.

Does this application include suballocation funds?

Recipient organization is directly allocated these funds and is eligible to apply for and receive these funds directly.

Will this Grant be using Lapsing Funds?

No, this Grant does not use Lapsing Funds.

Will indirect costs be applied to this application?

This award does not include an indirect cost rate.

Indirect Rate Details: N/A

Requires E.O. 12372 Review

Yes, this application requires E.O. 12372 Review

State Application ID: Section 5311: Application ID 327271 and the Section 5339 ID 327272

Date Received by State: 3/7/2025 7:00 PM EST

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Award Description

Purpose

Amendment #1

The purpose of Grant Amendment #1 is to continue supporting rural and intercity transit services throughout Indiana through operating assistance, capital funding for vehicle replacement and expansion, and the addition of a new miscellaneous equipment project. This funding ensures continued access to reliable public transportation, supports fleet modernization, and enhances operational efficiency and safety across transit systems statewide.

Original

The primary goal of this award is to support and enhance rural transit services throughout Indiana by providing both operating assistance and technical guidance to transit operators. This funding is designed to strengthen mobility options in rural communities, ensuring access to reliable transportation for residents who depend on these services. Additionally, the award facilitates the replacement of aging transit vehicles and supports the expansion of fleets to accommodate growing transportation needs. By investing in modern and efficient transit solutions, this initiative aims to improve service quality, increase accessibility, and promote sustainable transit infrastructure across Indiana.

Activities to be performed:

Amendment #1

This amendment provides operating assistance to rural transit providers and intercity bus operators to maintain essential transportation services. It also supports the procurement of replacement and expansion transit vehicles to modernize fleets and meet service demand. In addition, this amendment adds a new project for the purchase of eligible miscellaneous equipment to support transit operations, maintenance, safety, and overall system performance.

Original

This award supports a comprehensive set of activities aimed at enhancing rural transit services across Indiana. It provides vital operating assistance to rural transit systems, ensuring they can maintain reliable transportation services for residents who depend on them. Additionally, it offers technical assistance to transit operators, equipping them with the necessary resources, training, and expertise to improve

operational efficiency and service quality. A key component of this initiative is the procurement of transit vehicles, including the replacement of aging fleets and the acquisition of new vehicles to meet expanding transportation demands. By investing in these areas, this award promotes sustainable mobility solutions, strengthens public transportation networks, and fosters greater accessibility in rural communities across the state.

Expected outcomes:

Amendment #1

This amendment will support the continued delivery of reliable and efficient rural and intercity transit services across Indiana. Operating assistance will help maintain consistent service, vehicle investments will improve fleet condition and reliability, and miscellaneous equipment purchases will enhance operational effectiveness. Together, these funds support accessibility, sustainability, and long term system stability.

Original

The expected outcome of this award is to strengthen rural transit systems across Indiana by providing essential funding for operating assistance, vehicle replacement, and fleet expansion. This investment will ensure that rural communities have access to reliable, efficient, and sustainable transportation options, enabling residents to connect to jobs, healthcare, education, and other vital services.

By supporting operating assistance, this award allows transit providers to maintain and enhance their services, ensuring consistent accessibility for those who rely on public transportation. Funding for vehicle replacement enables transit agencies to upgrade aging fleets, reducing maintenance costs and improving service quality with modern, fuel-efficient, and ADA-compliant vehicles. Additionally, funding for fleet expansion supports the growth of transit systems, allowing agencies to accommodate increasing demand and serve a broader population.

Through these initiatives, the award aims to strengthen the public transportation network and contribute to the long-term sustainability and accessibility of rural transit in Indiana.

Intended beneficiaries:

Amendment #1

The primary beneficiaries are residents of rural and intercity communities throughout Indiana who rely on public transportation for access to employment, healthcare, education, and essential services. This funding supports equitable mobility, strengthens community connectivity, and improves quality of life for individuals with limited transportation options.

Original

The intended beneficiaries of this award are the citizens living in rural areas across the state of Indiana. These individuals often face unique transportation challenges due to limited access to public transit services, making reliable mobility options essential for their daily lives. By supporting rural transit systems, this award directly benefits residents who depend on these services for commuting to work, attending medical appointments, accessing educational opportunities, and engaging in community activities.

Additionally, this funding helps ensure that rural communities receive the same level of accessibility and service quality as urban areas. Improved transit options contribute to economic development by connecting people to jobs and local businesses, fostering greater participation in social and economic activities.

Overall, this initiative seeks to enhance the quality of life for rural residents, ensuring they have dependable, safe, and efficient transportation that meets their evolving needs and strengthens community

connectivity across Indiana.

Subrecipient Activities:

Amendment #1

The subrecipient activities involve delivering essential public transit services to rural communities across Indiana while ensuring full compliance with all Federal Transit Administration (FTA) rules and regulations. These activities include operating and managing transit routes that serve residents in underserved areas, providing reliable and accessible transportation options for individuals traveling to work, medical appointments, educational institutions, and other essential destinations.

Subrecipients are responsible for maintaining safe and efficient transit operations, including scheduling, fare collection, vehicle maintenance, and customer service initiatives that enhance rider experience. Additionally, they must ensure adherence to FTA guidelines regarding accessibility, safety standards, and financial reporting, demonstrating responsible stewardship of federal funding. Compliance efforts also involve participating in audits, submitting required documentation, and implementing policies that align with federal, state, and local transit regulations.

By fulfilling these responsibilities, subrecipients contribute to a well-functioning and sustainable rural transit network, fostering connectivity and improving mobility for residents across the state.

Application Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
Larry	Buckel	Manager	lbuckel@indot.in.gov	(317) 728-6250
Cecilia	Crenshaw	Community Planner	Cecilia.Crenshaw@dot.gov	312-705-1268

Application Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula	5311-1A	20509	\$41,041,392
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$10,644,247
Local			\$36,207,426
Local/In-Kind			\$6,360,851
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$94,253,916

Application Budget

Project Number		Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-01-01	600-00 (600-A1)	OTHER PROGRAM COSTS	\$34,262,650.00	\$34,262,650.00	\$68,525,300.00	0
IN-2025-013-01-01		30.09.01 UP TO 50% FEDERAL SHARE	\$34,262,650.00	\$34,262,650.00	\$68,525,300.00	0
IN-2025-013-02-01	634-00 (634-A2)	INTERCITY BUS TRANSPORTATION	\$6,360,851.00	\$6,360,851.00	\$12,721,702.00	0
IN-2025-013-02-01		30.09.01 UP TO 50% FEDERAL SHARE	\$6,360,851.00	\$6,360,851.00	\$12,721,702.00	0
IN-2025-013-03-01	635-00 (635-A3)	RURAL TRANSIT ASSISTANCE PROGRAM	\$417,891.00	\$0.00	\$417,891.00	0
IN-2025-013-03-01		43.50.02 TECHNICAL ASSISTANCE	\$417,891.00	\$0.00	\$417,891.00	0
IN-2025-013-04-01	111-00 (111-A4)	BUS - ROLLING STOCK	\$8,759,752.00	\$1,545,839.00	\$10,305,591.00	109
IN-2025-013-04-01		11.12.04 BUY REPLACEMENT <30 FT BUS	\$8,759,752.00	\$1,545,839.00	\$10,305,591.00	109
IN-2025-013-05-01	111-00 (111-A5)	BUS - ROLLING STOCK	\$981,750.00	\$173,250.00	\$1,155,000.00	11
IN-2025-013-05-01		11.13.04 BUY <30-FT BUS FOR EXPANSION	\$981,750.00	\$173,250.00	\$1,155,000.00	11
IN-2025-013-06-01	114-00 (114-A6)	BUS: SUPPORT EQUIP AND FACILITIES	\$226,324.00	\$56,581.00	\$282,905.00	0
IN-2025-013-06-01		11.42.20 ACQUIRE - MISC SUPPORT EQUIPMENT	\$226,324.00	\$56,581.00	\$282,905.00	0
IN-2025-013-07-01	114-00 (114-A7)	BUS: SUPPORT EQUIP AND FACILITIES	\$390,310.00	\$97,578.00	\$487,888.00	0
IN-2025-		11.42.09 ACQUIRE -	\$390,310.00	\$97,578.00	\$487,888.00	0

013-07-01		MOBILE SURV/ SECURITY EQUIP				
IN-2025-013-08-01	114-00 (114-A8)	BUS: SUPPORT EQUIP AND FACILITIES	\$286,111.00	\$71,528.00	\$357,639.00	0
IN-2025-013-08-01	11.42.08	ACQUIRE - ADP SOFTWARE	\$286,111.00	\$71,528.00	\$357,639.00	0

Discretionary Allocations

This application does not contain discretionary allocations.

Part 3: Project Information

Project Title: FFY 2023 and FFY 2024 Section 5311 Operating Assistance

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-01-01	1189-2025-2-P1	5/18/2026	1/1/2026	3/31/2028

Project Description

Amendment #1

This amendment reflects that the Indiana Department of Transportation (INDOT) is making use of Section 5311 Apportionment funding for Federal Fiscal Year (FFY) 2024 in the amount of \$14,592,558 in federal funds, with a corresponding \$14,592,558 in local match, for a total project cost of \$29,185,116. This funding is designated to support Indianas rural public transit systems and ensure the continued delivery of essential transportation services across rural communities statewide. The funds will be used to offset eligible operating expenses necessary to maintain safe, reliable, and accessible transit services. These operating costs include driver salaries, fuel, insurance, vehicle maintenance, and other day-to-day expenses required to sustain rural transit operations. Through this investment, INDOT continues to support mobility and access for residents who depend on public transportation in rural areas of Indiana.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5311 project information is included in Appendix D.

Original

The Indiana Department of Transportation (INDOT) is making use of Section 5311 Apportionment Funding for Federal Fiscal Years (FFY) 2023 and 2024, allocating \$17,401,281 for FFY 2023 and \$2,268,811 for FFY 2024. This funding is designated to support Indiana's 40 rural transit systems, ensuring they can continue to provide vital transportation services to communities across the state. The funds will assist with essential operating costs, including driver salaries, fuel, insurance, and vehicle maintenance, helping to sustain reliable and accessible transit options for residents in rural areas. By investing in these critical resources, INDOT aims to strengthen public transportation infrastructure and improve mobility for those who depend on these services.

Project Benefits

Amendment #1

The primary benefit of this amendment is to help offset operating costs for Indianas rural transit agencies, allowing them to continue providing dependable and accessible transportation services. The funding supports efficient system operations by alleviating financial burdens associated with essential expenses such as labor, fuel, insurance, and vehicle upkeep. By supporting these core functions, the amendment helps ensure service continuity, promotes affordability for riders, and strengthens the overall sustainability of rural transit systems. This investment enhances mobility options and supports economic and social connectivity for individuals living in rural communities.

Original

The primary benefit of this project is to help offset the operating costs for Indiana's rural transit agencies across the state. By providing financial support, the initiative ensures that these agencies can continue delivering reliable and accessible transportation services to residents in rural areas. The funding helps cover essential expenses such as fuel, driver salaries, insurance, and maintenance, allowing transit systems to operate efficiently while keeping services affordable for the communities they serve. Ultimately, this investment strengthens public transit infrastructure, enhances mobility options, and supports economic and social connectivity for individuals who rely on these transportation services.

Additional Information

Amendment #1

The operating assistance funded under this amendment will help rural transit agencies across Indiana continue providing vital transportation services to their communities. Collectively, these systems deliver millions of passenger trips annually, playing a critical role in connecting residents to essential destinations. The funding supports eligible operating expenses such as labor and fringe benefits, professional services, vehicle maintenance, fuel, materials and supplies, utilities, insurance, and other necessary operational costs. This amendment strengthens Indianas rural transit network, enhances quality of life, and promotes continued access to transportation for populations that rely on these services.

Original

The operating assistance will help offset the costs for Indiana's 41 rural transit agencies, ensuring they can continue providing vital transportation services to communities throughout the state. Collectively, these agencies are expected to facilitate over 2.5 million passenger trips, helping residents in rural areas access work, healthcare, education, and other essential services. The funding will support a range of operational expenses, including labor and fringe benefits, professional services, vehicle maintenance, fuel, materials, supplies, utilities, insurance, and other critical costs necessary for sustaining efficient and reliable transit operations. By investing in these resources, the initiative strengthens mobility options, enhances quality of life, and fosters economic and social connectivity for individuals who depend on rural transportation systems.

Location Description

This grant will provide crucial operating assistance to rural transit systems across the state of Indiana, ensuring they can continue delivering essential transportation services to residents in these communities. By offsetting operational costs, the funding will help sustain and improve transit options, allowing individuals to access jobs, healthcare, education, and other necessary services. Rural transit agencies rely on these resources to cover expenses such as labor, fuel, maintenance, insurance, utilities, and supplies, all of which contribute to safe and efficient operations. This investment not only enhances mobility for Indiana's rural populations but also strengthens economic and social connections throughout the state.

Project Location (Urbanized Areas)

UZA Code	Area Name
180000	Indiana

Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana
5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 9/1/2023

Description: The State Transportation Improvement Program (STIP) was approved by FTA/FHWA on September 1, 2023. The STIP documentation attachment includes the project listing and the approval letter from FTA/FHWA. See Appendix D,

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: Indiana Department of Transportation Long-Range Transportation Plan 2018- 2045

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula	5311-1A	20509	\$34,262,650
Local			\$34,262,650
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0

Total Eligible Cost	\$68,525,300
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Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-01-01	600-00 (600-A1) OTHER PROGRAM COSTS	\$34,262,650.00	\$34,262,650.00	\$68,525,300.00	0
IN-2025-013-01-01	30.09.01 UP TO 50% FEDERAL SHARE	\$34,262,650.00	\$34,262,650.00	\$68,525,300.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 30.09.01 - UP TO 50% FEDERAL SHARE

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
OTHER PROGRAM COSTS (600-00)	30.09.01	UP TO 50% FEDERAL SHARE	OPERATING ASSISTANCE	0

Extended Budget Description

Amendment #1

This amendment adds Federal Fiscal Year (FFY) 2024 Section 5311 funding in the amount of \$14,592,558 to the existing award to continue providing operating assistance to rural transit agencies across the State of Indiana.

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2024 Section 5311 funding to provide operating assistance to 44 rural transit agencies across the state for the period of January 1, 2026, through December 31, 2027. This amendment adds \$14,592,558 in FFY 2024 funds to support these agencies in delivering essential transportation services to rural communities. A detailed list of Section 5311 sub-grantees can be found in the attached Program of Projects Amendment #1.

This funding will help cover a wide range of operating expenses necessary for sustaining reliable transit operations, including labor costs, fringe benefits, professional services, materials, supplies, utilities, casualty and liability insurance, purchased transportation, and other operational needs. By providing this financial assistance, INDOT aims to strengthen rural mobility, improve connectivity, and ensure continued access to critical services for residents throughout Indiana.

The project aligns with allowable activities outlined in FTA Circular 9040.1G. Additionally, the local match for these projects will be contributed by various sources, including city and county governments, local agency general funds, Title III funding, Medicaid, and the Public Mass Transportation Fund (PMTF). These contributions help maximize the impact of Section 5311 funds and ensure the sustainability of rural transit operations across the state.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5311 project information is included in Appendix D.

Project Milestones: Operating Assistance Start Date January 1, 2026; Closeout of Contracts December 31, 2028; Project Closeout March 31, 2029.

Current

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2023 and FFY 2024 Section 5311 funding to provide operating assistance to 40 rural transit agencies across the state for the period of January 1, 2026, through December 31, 2027. INDOT has allocated \$17,401,281 from FFY 2023 funds and \$2,268,811 from FFY 2024 funds to support these agencies in delivering essential transportation services to rural communities. A detailed list of Section 5311 sub-grantees can be found in the attached Program of Projects (POP #1).

This funding will help cover a wide range of operating expenses necessary for sustaining reliable transit operations, including labor costs, fringe benefits, professional services, materials, supplies, utilities, casualty and liability insurance, purchased transportation, and other operational needs. By providing this financial assistance, INDOT aims to strengthen rural mobility, improve connectivity, and ensure continued access to critical services for residents throughout Indiana.

The project aligns with the allowable activities outlined in C9040.1GH. Additionally, the local match for these projects will be contributed by various sources, including city and county governments, local agency general funds, Title III funding, Medicaid, and the Public Mass Transportation Fund (PMTF). These contributions help maximize the impact of Section 5311 funds and ensure the sustainability of rural transit operations across the state.

The letter of approval is on the first page (page 1 of 362) of the document and the Section 5311 project page is in Appendix D of the STIP documentation (page 346 of 362).

TPIN: DOT-25-002

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula	5311-1A	20509	\$34,262,650
Local			\$34,262,650
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$68,525,300

Milestone Name	Est. Completion Date	Description
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Operating Assistance Start Date	1/1/2026	Start Operating Assistance
Closeout contracts	12/31/2027	Closeout contracts
Project closeout	3/31/2028	Closeout project

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description	Date
Class IIc CE Approved	7/16/2026

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
OTHER PROGRAM COSTS (600-00)	30.09.01	UP TO 50% FEDERAL SHARE	0	\$34,262,650.00	\$68,525,300.00

Project Title: FFY 2024 Section 5311 Intercity Bus Operating Assistance

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-02-01	1189-2025-2-P2	5/18/2026	1/1/2026	3/31/2028

Project Description

Amendment #1

This amendment reflects that the Indiana Department of Transportation (INDOT) is making use of Section 5311(f) Intercity Bus Apportionment funding for Federal Fiscal Year (FFY) 2024 in the amount of \$1,982,616 in federal funds, with a corresponding \$1,982,616 in local in-kind match, for a total project cost of \$3,965,232. This funding is designated to support Indianas intercity bus network and ensure the continued delivery of essential transportation services connecting rural and urban communities across the state.

The funds will be used to offset eligible operating expenses necessary to maintain safe, reliable, and interconnected intercity bus services. These operating costs include driver salaries, fuel, insurance, vehicle maintenance, and other day-to-day expenses required to sustain intercity transit operations.

INDOT currently supports 3 intercity providers operating 9 routes statewide. Through this investment, INDOT continues to enhance regional mobility, improve connectivity between rural and urban areas, and ensure access to essential destinations including employment centers, healthcare, education, and intermodal connections.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5311 project information is included in Appendix D.

Original

The Indiana Department of Transportation (INDOT) is allocating funds from the Federal Fiscal Year (FFY) 2024 Section 5311 Apportionment to support intercity bus operations across the state. A total of \$4,378,235 has been designated for this purpose, ensuring essential transportation services remain accessible to residents and travelers.

These funds will be used specifically for operating assistance, helping cover a range of critical expenses necessary for maintaining reliable intercity bus service. This includes compensation for drivers and other transit personnel, fuel costs to keep buses running efficiently, insurance coverage to ensure passenger safety, and maintenance to uphold vehicle standards and service quality.

By investing in intercity bus transportation, INDOT aims to enhance connectivity between communities, support mobility for individuals who rely on public transit, and strengthen the overall transportation infrastructure of Indiana. This funding will contribute to sustaining vital transit routes, promoting economic activity, and ensuring residents have dependable travel options throughout the state.

Project Benefits

Amendment #1

The primary benefit of this amendment is to support the continued operation of Indiana's intercity bus network by offsetting operating costs for participating providers. This funding enables the 3 intercity operators to sustain service across 9 routes, maintaining critical connections between communities.

By supporting essential operating expenses such as labor, fuel, vehicle maintenance, and insurance, this amendment promotes service reliability, efficiency, and long-term sustainability. The investment enhances mobility options for residents, particularly in rural areas, and strengthens access to regional transportation networks, economic opportunities, and essential services.

Original

The primary benefit of this project is to provide financial support that helps offset the operating costs for Indiana's intercity bus providers, ensuring they can continue to offer reliable and accessible transportation services throughout the state. By reducing the financial burden on these providers, the project enhances their ability to maintain essential transit routes, sustain workforce operations, and invest in ongoing service improvements. This support ultimately strengthens connectivity between communities, promotes regional mobility, and ensures that residents, commuters, and travelers have dependable public transportation options across Indiana.

Additional Information

Amendment #1

This amendment provides operating assistance to intercity bus providers delivering service across multiple

regions of Indiana. The supported routes connect rural communities to larger population centers and intermodal hubs throughout the state.

By supporting intercity routes statewide, this funding ensures that residents have continued access to transportation for employment, healthcare, education, and other essential needs, while also maintaining connectivity to the broader regional and national transportation network.

Original

The operating assistance provided through this funding initiative will help alleviate the financial burden faced by Indiana's three intercity bus providers, ensuring they can continue offering dependable and accessible transportation services across the state. These providers collectively operate ten intercity bus routes that serve numerous rural cities, connecting communities and facilitating mobility for residents, commuters, and travelers who rely on public transit.

The funding is designed to offset various operating costs essential to maintaining and improving service quality. These expenses include labor costs, including wages and fringe benefits for drivers and other transit personnel, as well as expenditures on services required for day-to-day operations. Additionally, the funds will help cover the cost of materials and supplies needed for vehicle maintenance and upkeep, utilities essential for facility operations, and insurance to ensure passenger safety and protect assets. Other operating expenses critical to sustaining service efficiency and reliability are also supported through this initiative.

By providing financial relief to intercity bus providers, this assistance helps ensure that rural communities remain well-connected, fostering economic activity, access to employment opportunities, and essential services. It plays a vital role in strengthening Indiana's transportation infrastructure while improving mobility options for individuals across the state.

Location Description

This grant will provide essential operating assistance to three intercity bus providers, ensuring they can continue serving residents across the entire State of Indiana. These providers play a crucial role in maintaining connectivity for communities, particularly in rural areas, by offering reliable and accessible transportation options. The funding will help offset key operational costs, including labor expenses, fuel, insurance, maintenance, and other necessary expenditures that keep these transit services running efficiently. By supporting these providers, the grant helps sustain vital transportation links that enable Indiana citizens to travel for work, education, healthcare, and other daily needs while strengthening the overall transit infrastructure of the state.

Project Location (Urbanized Areas)

UZA Code	Area Name
180000	Indiana

Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana

5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 9/1/2023

Description: The State Transportation Improvement Program (STIP) was approved by FTA/FHWA on September 1, 2023. The STIP documentation attachment includes the project listing and the approval letter from FTA/FHWA.

The approval letter is on the first page (page 1 of 362) of the document and the Section 5311 project page is in Appendix D of the STIP documentation (page 346 of 362).

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: 2018 through 2045 Indiana Department of Transportation Long Range Plan

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula	5311-1A	20509	\$6,360,851
Local			\$0
Local/In-Kind			\$6,360,851
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$12,721,702

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-02-01	634-00 INTERCITY BUS TRANSPORTATION	\$6,360,851.00	\$6,360,851.00	\$12,721,702.00	0

	(634-A2)					
IN-2025-013-02-01	30.09.01	UP TO 50% FEDERAL SHARE	\$6,360,851.00	\$6,360,851.00	\$12,721,702.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 30.09.01 - UP TO 50% FEDERAL SHARE

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
INTERCITY BUS TRANSPORTATION (634-00)	30.09.01	UP TO 50% FEDERAL SHARE	OPERATING ASSISTANCE	0

Extended Budget Description

Amendment #1

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2024 Section 5311 funds to support Intercity Bus Operating Assistance for the period of January 1, 2027, through December 31, 2028. This amendment provides an additional \$1,982,616 in funding to further support these services. This funding plays a vital role in ensuring the continued operation and reliability of intercity bus services across Indiana, particularly in rural areas where access to transportation is essential for residents, commuters, and travelers.

The operating assistance provided through this initiative will help offset a variety of operational expenses necessary for sustaining high-quality transit services. These include labor costs, fringe benefits for transit personnel, essential services, materials, supplies, utilities, casualty and liability insurance, purchased transportation, and other critical expenses related to maintaining efficient intercity bus operations.

To further support the implementation of this project, the INDOT Intercity Bus Study is attached to this application, offering valuable insights into the importance of these services. INDOT has awarded three intercity bus operating grants to key providers: Miller Transportation, Barons Bus, and Greyhound. Together, these providers maintain nine intercity bus routes throughout the state, serving rural communities and helping to bridge gaps in connectivity while ensuring residents have reliable transportation options.

This project fully complies with allowable activities as outlined in C9040.1H, Chapter IX, ensuring adherence to federal transit funding guidelines. Additionally, the local share of the funding will be provided through eligible in-kind contributions, as documented in the attached materials.

By investing in intercity bus operating assistance, INDOT continues to prioritize accessibility, connectivity, and mobility for Indiana's residents, reinforcing the states transportation infrastructure and supporting the economic and social well-being of local communities.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5311 project information is included in Appendix D.

Project Milestones: Operating Assistance Start Date January 1, 2026; Closeout of Contracts December

31, 2028; Project Closeout March 31, 2029.

Current

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2024 Section 5311 funds, amounting to \$4,378,235, to support Intercity Bus Operating Assistance for the period of January 1, 2026, through December 31, 2027. This funding plays a vital role in ensuring the continued operation and reliability of intercity bus services across Indiana, particularly in rural areas where access to transportation is essential for residents, commuters, and travelers.

The operating assistance provided through this initiative will help offset a variety of operational expenses necessary for sustaining high-quality transit services. These include labor costs, fringe benefits for transit personnel, essential services, materials, supplies, utilities, casualty and liability insurance, purchased transportation, and other critical expenses related to maintaining efficient intercity bus operations.

To further support the implementation of this project, the INDOT Intercity Bus Study is attached to this application, offering valuable insights into the importance of these services. INDOT has awarded three intercity bus operating grants to key providers: Miller Transportation, Barons Bus, and Greyhound. Together, these providers maintain ten intercity bus routes throughout the state. Miller Transportation operates four routes, Barons Bus runs five routes, and Greyhound serves one route. All of these routes are strategically designed to serve rural communities, helping to bridge gaps in connectivity and ensure residents have reliable transportation options.

This project fully complies with allowable activities as outlined in C9040.1H, Chapter IX, ensuring adherence to federal transit funding guidelines. Additionally, the local share of the funding will be provided through an in-kind match from Greyhound, as detailed in the attached in-kind match documentation.

By investing in intercity bus operating assistance, INDOT continues to prioritize accessibility, connectivity, and mobility for Indiana's residents, reinforcing the states transportation infrastructure and supporting the economic and social well-being of local communities.

The letter of approval is on the first page (page 1 of 362) of the document and the Section 5311 project page is in Appendix D of the STIP documentation (page 346 of 362).

TPIN: DOT-25-002

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula	5311-1A	20509	\$6,360,851
Local			\$0
Local/In-Kind			\$6,360,851
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$12,721,702

Milestone Name	Est. Completion Date	Description
Intercity Bus Operating Assistance Start Date	1/1/2026	Start Intercity Bus Operating Assistance
Complete Intercity Bus Operating Assistance	12/31/2027	Complete Intercity Bus Operating Assistance
Project Closeout	3/31/2028	Closeout Intercity Bus Project

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description	Date
Class IIc CE Approved	7/16/2026

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
INTERCITY BUS TRANSPORTATION (634-00)	30.09.01	UP TO 50% FEDERAL SHARE	0	\$6,360,851.00	\$12,721,702.00

Project Title: FFY 2024 Section 5311(b)(3) Rural Transit Assistance Program (RTAP)

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-03-01	1189-2025-2-P3	5/18/2026	1/1/2026	3/31/2028

Project Description

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2024 Section 5311(b)(3) Apportionment funds totaling \$417,891 to support the Rural Technical Assistance Program (RTAP). This funding is designated to provide technical assistance, training, and support to Indiana's rural and specialized transportation providers, ensuring they have access to the resources needed to improve service efficiency, safety, and operational effectiveness.

The RTAP initiative plays a vital role in strengthening rural transit systems by offering educational programs, workshops, and guidance on best practices for transportation management. By equipping providers with the tools and knowledge necessary to enhance their operations, the program helps to improve mobility options for residents in rural areas, fostering greater accessibility to employment, healthcare, education, and other essential services.

This project is fully funded at 100% federal share, ensuring that Indiana's rural transit agencies receive comprehensive support without requiring additional state or local matching funds. Through this investment, INDOT continues to prioritize the advancement of rural transportation, reinforcing the state's commitment to ensuring equitable and reliable transit services for all communities.

Project Benefits

The funding is designated to support the Rural Transit Technical Assistance Program (RTAP), which plays a crucial role in strengthening Indiana's rural transit systems and specialized transportation providers throughout the state. This program is designed to offer comprehensive technical assistance, training, and resources to ensure that rural transit agencies can operate efficiently, safely, and effectively while meeting the unique transportation needs of their communities.

Through RTAP, transit providers gain access to educational workshops, guidance on regulatory compliance, best practices for service enhancement, and operational support, all aimed at fostering sustainable transit solutions in rural areas. By equipping agencies with the tools and expertise needed to improve service delivery, this initiative helps ensure that residents in underserved regions have reliable transportation options to access employment, healthcare, education, and other essential services.

This investment reinforces Indiana's commitment to enhancing mobility, promoting transit equity, and empowering local transportation providers with the knowledge and skills necessary to build stronger transit networks. By supporting RTAP, the funding contributes to the overall growth and improvement of public transportation accessibility across the state.

Additional Information

The Indiana Rural Transit Assistance Program (RTAP) will be administered by a consultant who will oversee the delivery of technical assistance and support to Indiana's rural transit systems and specialized transportation providers. This program is designed to enhance the operational efficiency, safety, and service quality of rural transit agencies by providing access to training, resources, and expert guidance.

Through RTAP, transit providers will receive workshops, regulatory compliance assistance, service improvement strategies, and hands-on operational guidance, helping them meet federal and state standards while addressing unique transportation challenges in rural areas. The consultant managing the program will work closely with transit agencies to identify best practices, innovative solutions, and emerging technologies that can improve service delivery and sustainability.

By offering direct assistance to rural transportation providers, the Indiana RTAP helps strengthen transit networks, ensuring that residents in underserved communities have access to reliable transportation for employment, healthcare, education, and daily needs. This initiative underscores Indiana's commitment to fostering accessible and efficient rural transit services while equipping agencies with the tools and expertise necessary to enhance mobility across the state.

Location Description

The technical assistance program is designed to provide support to rural transit systems and specialized transportation providers throughout the entire state, ensuring equitable access to resources and expertise that enhance service quality, operational efficiency, and overall transit effectiveness.

By offering training, workshops, regulatory guidance, and hands-on operational support, this initiative helps transit agencies navigate challenges unique to rural transportation, including funding limitations, accessibility concerns, and service expansion efforts. The assistance program is structured to address a wide range of transit needs, from fleet management and route optimization to compliance with federal and state regulations.

With a statewide focus, this program ensures that even the most remote and underserved communities benefit from strengthened transportation services, improving access to employment, healthcare, education, and essential services. By equipping transit providers with the necessary knowledge and tools, the program fosters sustainable growth, reliability, and long-term improvements in rural mobility across the state.

Project Location (Urbanized Areas)

UZA Code	Area Name
180000	Indiana

Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana
5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 9/1/2023

Description: The State Transportation Improvement Program (STIP) was approved by FTA/FHWA on September 1, 2023. The STIP documentation attachment includes the project listing and the approval letter from FTA/FHWA. See Appendix D,

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: Indiana Department of Transportation Long-Range Transportation Plan 2018- 2045

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula	5311-1A	20509	\$417,891

Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$417,891

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-03-01	635-00 (635-A3) RURAL TRANSIT ASSISTANCE PROGRAM	\$417,891.00	\$0.00	\$417,891.00	0
IN-2025-013-03-01	43.50.02 TECHNICAL ASSISTANCE	\$417,891.00	\$0.00	\$417,891.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 43.50.02 - TECHNICAL ASSISTANCE

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
RURAL TRANSIT ASSISTANCE PROGRAM (635-00)	43.50.02	TECHNICAL ASSISTANCE	RURAL TRANSIT ASST PROGRAM	0

Extended Budget Description

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2024 Section 5311 Rural Transit Assistance Program (RTAP) funds in the amount of \$417,891 to support the Indiana RTAP Program for the period of January 1, 2026, through December 31, 2027. These funds are dedicated to enhancing the quality and effectiveness of rural and specialized transportation services throughout the state by providing essential technical assistance, training, and resources to transit providers.

The RTAP initiative plays a crucial role in strengthening Indiana's rural transit systems, ensuring that agencies have access to expert guidance, professional development opportunities, and best practices for improving service efficiency, safety, and sustainability. The program aims to equip transit providers with the necessary tools to meet federal and state regulatory requirements while fostering innovative solutions that enhance mobility options for residents in rural areas.

The RTAP funds will be utilized entirely at 100 percent federal share, meaning no state or local matching funds are required. This ensures that transit agencies across Indiana receive comprehensive support to improve operations, expand service accessibility, and address the unique transportation challenges faced in rural communities. Through this federally funded program, INDOT continues its commitment to

advancing rural mobility and strengthening public transportation infrastructure statewide.

The letter of approval is on the first page (page 1 of 362) of the document and the Section 5311 project page is in Appendix D of the STIP documentation (page 346 of 362).

TPIN: DOT-25-002

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula	5311-1A	20509	\$417,891
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$417,891

Milestone Name	Est. Completion Date	Description
Start RTAP Technical Assistance	1/1/2026	Start RTAP Technical Assistance
Complete RTAP Technical Assistance	12/31/2027	Complete RTAP Technical Assistance
Project Closeout	3/31/2028	Closeout RTAP Project

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description	Date
Class IIc CE Approved	7/16/2026

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RURAL TRANSIT ASSISTANCE PROGRAM (635-00)	43.50.02	TECHNICAL ASSISTANCE	0	\$417,891.00	\$417,891.00

Project Title: FFY 2025 and 2026 Section 5339 Replacement ADA Vehicles

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-04-01	1189-2025-2-P6	5/18/2026	10/1/2025	9/30/2028

Project Description

Amendment #1

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2025 and FFY 2026 Section 5339 funds from the Statewide Rural Apportionment to replace 53 transit vehicles with 53 Americans with Disabilities Act (ADA) compliant transit vehicles for rural public transportation providers across the state.

This project includes \$1,778,662 from FFY 2025 and \$2,664,605 from FFY 2026 Section 5339 funds. In addition, a total local match of \$784,106 will be provided by sub-grantees, resulting in a total project cost of \$5,227,373.

The investment supports the continued provision of safe, reliable, and accessible transportation services, with a specific emphasis on meeting ADA accessibility requirements.

The vehicles being replaced have reached or exceeded their designated useful life, defined as four years or 100,000 miles of service, in accordance with Federal Transit Administration (FTA) guidelines. Replacement of these vehicles will reduce maintenance costs, improve operational reliability, and ensure compliance with federal accessibility and safety standards.

A list of the vehicles to be replaced, including Vehicle Identification Numbers (VINs), age, and mileage, is maintained as part of the project documentation.

The local match for all replacement vehicles will be covered by sub-grantees through a combination of general funds, donations, and city and county funding sources. The attached program of projects outlines the local agencies and their corresponding match amounts. Consistent with FTA Circular 9070.1H (see page III-9), a 15 percent local match is required for vehicle acquisitions to ensure ADA compliance.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D of the STIP documentation.

Original

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2024 and 2025 Section 5339 funds, totaling \$4,865,585, from the Statewide Rural Apportionment to replace 50 transit vehicles for rural transit providers across the state.

Section 5339 Funds Allocation:

FFY 2024: \$2,644,247 (Statewide Rural Apportionment)

FFY 2025: \$1,672,238 (Statewide Rural Apportionment)

These funds ensure continued reliability and accessibility of transportation services by allowing transit agencies to maintain safe, efficient, and compliant operations. The vehicles being replaced have reached their designated useful life, defined as four years or 100,000 miles of service. Aging vehicles often result in higher maintenance costs and decreased dependability, making timely replacements crucial for uninterrupted transit service.

A list of the 50 vehicles slated for replacement, including their Vehicle Identification Numbers (VINs), age, and mileage, is attached for reference.

Local Match Requirements:

The local match for all replacement vehicles will be covered by sub-grantees general funds, donations, and city/county funds. The attached program of projects outlines the local agencies and their corresponding match amounts. Per FTA Circular 9070.1H (see page III-9 for reference), a 15% local match is required for vehicle acquisitions to ensure ADA compliance.

Project Benefits

Amendment #1

The replacement of 45 transit vehicles with ADA-compliant vehicles will enhance the overall reliability, safety, and accessibility of transportation services for rural providers across the state. Modernizing the fleet will reduce service interruptions and maintenance costs associated with aging vehicles, allowing transit agencies to operate more efficiently and provide more dependable service to their communities.

The addition of ADA-compliant vehicles will significantly improve mobility for individuals with disabilities and other riders with accessibility needs, ensuring equitable access to public transportation in accordance with federal requirements. These vehicles will meet current safety and operational standards, providing a safer and more comfortable experience for passengers.

This investment supports the continued delivery of high-quality public transportation services, strengthens mobility options for rural residents, and promotes economic and social connectivity by ensuring that individuals can access employment, healthcare, education, and other essential services throughout the state.

Original

The replacement vehicles will enhance the overall reliability, safety, and efficiency of transportation services for providers across the state. By modernizing the fleet, transit agencies can minimize service disruptions, reduce maintenance costs, and improve accessibility for passengers. These new vehicles are designed to meet current safety and operational standards, ensuring a more comfortable and secure experience for riders while allowing transportation providers to continue delivering dependable service to their communities. The investment in updated transit vehicles reflects a commitment to maintaining high-quality public transportation options, supporting mobility needs, and fostering economic and social connectivity throughout the state.

Additional Information

Amendment #1

This amendment will fund the acquisition of 53 replacement transit vehicles to support rural transportation systems across the state. These vehicles will be operated by multiple transit agencies serving rural communities where public transportation options are limited. By replacing aging vehicles that have reached their useful life threshold of four years and/or 100,000 miles, this investment will help ensure continued reliability, efficiency, and safety for passengers who rely on these services for daily mobility.

Rural transit providers play a critical role in connecting residents to employment, healthcare, education, and essential community services. However, older vehicles often result in increased maintenance costs and reduced reliability, leading to service disruptions and operational challenges. The procurement of new ADA-compliant vehicles will enable transit agencies to maintain consistent service quality, improve accessibility for individuals with disabilities, and meet current federal standards.

By modernizing the fleet with ADA-accessible vehicles, this amendment demonstrates a continued commitment to enhancing mobility, promoting equitable access to transportation, and supporting economic and social connectivity in rural communities. This investment strengthens long-term sustainability and ensures that residents continue to have access to safe, dependable, and inclusive transportation services that meet their needs.

Original

This grant will fund the acquisition of 50 replacement transit vehicles to support rural transportation systems across the state. These vehicles will be operated by 24 transit agencies serving rural communities where public transportation options are limited. By replacing aging vehicles that have reached their useful life threshold of four years and/or 100,000 miles, this investment will ensure continued reliability, efficiency, and safety for passengers who depend on these services for daily mobility.

Rural transit providers play a crucial role in connecting residents to employment opportunities, healthcare services, education, and essential community resources. However, older vehicles often experience increased maintenance costs and reduced dependability, leading to service disruptions and inefficiencies. The purchase of new vehicles will help transit agencies maintain consistent service quality, reduce operational costs, and meet evolving accessibility standards.

By modernizing the fleet, this grant underscores a commitment to enhancing mobility and fostering economic and social connectivity for residents in rural areas. The investment supports long-term sustainability, ensuring these communities continue to receive safe, accessible, and dependable transportation services that meet their unique needs.

Location Description

The transit vehicles funded through this grant will be utilized by 24 agencies to support rural public transit operations across the state of Indiana. These agencies serve communities where transportation options are often limited, providing a vital lifeline for residents who rely on public transit for work, healthcare, education, and essential services.

By modernizing the fleet, these new vehicles will enhance efficiency, reliability, and safety, ensuring that riders have consistent access to dependable transportation. Rural transit agencies play a critical role in connecting individuals to opportunities and resources, fostering economic growth and improving overall quality of life for Indiana residents.

This investment underscores a commitment to strengthening rural mobility, reducing operational costs, and supporting the long-term sustainability of transit services. With these upgraded vehicles, agencies can continue to provide accessible and compliant transportation, helping communities stay connected and thrive.

Project Location (Urbanized Areas)

UZA Code	Area Name
180000	Indiana

Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana
5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 9/1/2023

Description: The State Transportation Improvement Program (STIP) was approved by FTA/FHWA on September 1, 2023. The STIP documentation attachment includes the project listing and the approval letter from FTA/FHWA.

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: 2018 through 2045 Indiana Department of Transportation Long Range Plan

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$8,759,752
Local			\$1,545,839
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0

Transportation Development Credit	\$0
Adjustment	\$0
Total Eligible Cost	\$10,305,591

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-04-01	111-00 (111-A4) BUS - ROLLING STOCK	\$8,759,752.00	\$1,545,839.00	\$10,305,591.00	109
IN-2025-013-04-01	BUY 11.12.04 REPLACEMENT <30 FT BUS	\$8,759,752.00	\$1,545,839.00	\$10,305,591.00	109

Project Budget Activity Line Items

Budget Activity Line Item: 11.12.04 - BUY REPLACEMENT <30 FT BUS

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS - ROLLING STOCK (111-00)	11.12.04	BUY REPLACEMENT <30 FT BUS	BUY REPLACEMENTS - CAPITAL BUS	109

Extended Budget Description

Amendment #1

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2025 and 2026 Section 5339 funds, totaling \$4,443,267, to support the purchase of 53 replacement transit vehicles for rural transit providers across the state.

Section 5339 Funds Allocation:

FFY 2025: \$1,778,662 (Statewide Rural Apportionment)

FFY 2026: \$2,664,605 (Statewide Rural Apportionment)

These vehicles will replace aging units that have reached or exceeded their designated useful life of four years or 100,000 miles, ensuring continued reliability, efficiency, and safety in rural transit operations. Older vehicles often result in increased maintenance costs, reduced dependability, and operational challenges, making timely replacement essential for maintaining consistent and effective transportation services.

Vehicle Procurement & Standards:

A list of the 45 vehicles scheduled for replacement is maintained as part of the project documentation, including details such as Vehicle Identification Numbers (VINs), age, and mileage. The useful life standard for the newly procured vehicles will remain four years or 100,000 miles, consistent with Federal Transit Administration (FTA) guidance and industry's best practices. All replacement vehicles will be ADA-

compliant and will be procured through a State Vehicle Contract to ensure cost efficiency, streamlined purchasing, and adherence to state and federal requirements.

Local Match Requirements:

The local match for all replacement vehicles will be provided by sub-grantees through a combination of general funds, donations, and city and county funding sources. The program of projects outlines the participating agencies and their corresponding match amounts. In accordance with FTA Circular 9070.1H (see page III-9), a 15 percent local match is required for vehicle acquisitions to ensure compliance with ADA requirements and federal funding guidelines.

Commitment to Rural Transit:

This amendment reinforces INDOT's commitment to enhancing mobility, accessibility, and safety for transit-dependent individuals in rural communities. By replacing aging vehicles with modern, ADA-compliant units, INDOT ensures that transit providers can continue delivering reliable and accessible transportation services. Rural transit systems play a critical role in connecting individuals to employment, healthcare, education, and essential services, supporting economic vitality and social connectivity throughout the state.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

The project milestones begin with the issuance of the Request for Proposals (RFP) on October 1, 2025, with vehicles to be procured through a State Vehicle Contract. The contract award is scheduled for April 1, 2026, and will also utilize the State Vehicle Contract. Initial delivery of the first vehicle or vehicles is planned for October 1, 2026, followed by the final delivery of all vehicles by December 31, 2028. The project will conclude with a completion date of September 30, 2029, at which time the contract will be formally closed.

Original

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2024 and 2025 Section 5339 funds, totaling \$4,316,485, to support the purchase of 50 replacement transit vehicles for rural transit providers across the state.

Section 5339 Funds Allocation:

FFY 2024: \$2,644,247 (Statewide Rural Apportionment)

FFY 2025: \$1,672,238 (Statewide Rural Apportionment)

These vehicles will replace aging units that have reached their designated useful life of four years or 100,000 miles, ensuring continued reliability, efficiency, and safety in rural transit operations. Older vehicles often experience higher maintenance costs, reduced dependability, and operational challenges, making timely replacements essential for maintaining uninterrupted and effective transportation services.

Vehicle Procurement & Standards:

A list of the 50 vehicles scheduled for replacement is attached, providing details such as Vehicle Identification Numbers (VINs), age, and mileage. The useful life standard for the newly procured transit vehicles will remain four years or 100,000 miles, aligning with industry best practices for fleet management. To ensure cost efficiency and streamlined purchasing, the vehicles will be procured through a state vehicle contract, helping transit agencies maximize resources while maintaining high-quality

service.

Local Match Requirements:

The local match for all replacement vehicles will be covered through sub-grantees' general funds, donations, and/or city or county funds. In accordance with FTA Circular 9070.1H (see page III-9 for the 85% Federal share reference), a 15% local match is required for the acquisition of vehicles to ensure compliance with the Americans with Disabilities Act (ADA). This funding structure ensures that transit providers can meet federal standards while continuing to deliver accessible and equitable transportation services.

Commitment to Rural Transit:

This investment reinforces INDOT's commitment to enhancing mobility, safety, and accessibility for transit-dependent individuals in rural communities. By replacing aging vehicles with modern, reliable transit units, INDOT ensures that agencies can continue providing critical transportation services without disruption. Rural transit providers play a vital role in connecting residents to employment opportunities, healthcare facilities, educational institutions, and essential services, supporting economic development and social inclusion across Indiana.

The letter of approval is on the first page (page 1 of 362) of the document and the Section 5339 project page is in Appendix D of the STIP documentation (page 347 of 362).

TPIN: DOT-25-003

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Propulsion	Fuel Type	Vehicle Condition	Vehicle Size (ft.)
N/A	Gasoline	New	

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$8,759,752
Local			\$1,545,839
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$10,305,591

Milestone Name	Est. Completion Date	Description
RFP/IFB Issue Date	10/1/2025	The vehicles will be procured through a State Vehicle Contract.
Contract Award Date	4/1/2026	The vehicles will be procured through a State Vehicle Contract.
Initial Delivery Date	10/1/2026	The first vehicle(s) will be delivered.

Final Delivery Date	12/31/2027	The final vehicle(s) will be delivered.
Contract Completion Date	9/30/2028	The project will be closed.

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Date	Description
7/16/2026	Class IIc CE Approved

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS - ROLLING STOCK (111-00)	11.12.04	BUY REPLACEMENT <30 FT BUS	109	\$8,759,752.00	\$10,305,591.00

Project Title: FFY 2025 and FFY 2026 Section 5339 Expansion ADA Vehicles

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-05-01	1189-2025-2-P7	5/18/2026	10/1/2025	9/30/2028

Project Description

Amendment #1

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year FFY 2026 Section 5339 funds from the Statewide Rural Apportionment to purchase 53 new ADA transit vehicles to expand service capacity for rural public transportation providers across the state.

This project includes \$432,650 from FFY 2026 Section 5339 funds. In addition, a total local match of \$76,350 will be provided by sub-grantees, resulting in a total project cost of \$509,000.

The investment supports the expansion of safe, reliable, and accessible transportation services, with a specific emphasis on meeting ADA accessibility requirements and addressing unmet transit needs.

The additional vehicles will allow transit agencies to increase service coverage, improve frequency, and accommodate growing demand in rural areas. All vehicles will be ADA-compliant and will meet Federal Transit Administration (FTA) guidelines, ensuring accessibility for individuals with disabilities and adherence to federal safety and operational standards.

The vehicles to be procured are listed in the attached Program of Projects.

The local match for all expansion vehicles will be covered by sub-grantees through a combination of general funds, donations, and city and county funding sources. The attached program of projects outlines the local agencies and their corresponding match amounts. Consistent with FTA Circular 9070.1H (see page III-9), a 15 percent local match is required for vehicle acquisitions to ensure ADA compliance.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D of the STIP documentation.

Original

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2025 Section 5339 funds, totaling \$549,100, from the Statewide Rural Apportionment to support the purchase of expansion transit vehicles for rural transit providers across the state.

These new vehicles will be allocated to West Central Transit and Union County Transit, helping both agencies meet the growing demand for rural transportation services.

West Central Transit Expansion:

The West Central Transit expansion will enhance service in Vigo and Clay counties, where there has been substantial growth in ridership since the beginning of 2024. The agency has demonstrated consistent, reliable increases in both passenger numbers and miles traveled, underscoring the need for additional vehicles to accommodate higher demand. Expanding the fleet will not only improve service availability but also support the agency's ability to efficiently manage its maintenance program, ensuring continued reliability for passengers.

Union County Transit Expansion:

Union County Transit is requesting additional vehicles as part of its service area expansion initiative. With this growth, the agency aims to increase service frequency and coverage, providing greater access to essential transportation options for residents in newly included areas. The addition of new vehicles will allow the agency to meet rising demand, improve overall efficiency, and ensure consistent, accessible transit services for rural communities.

By investing in fleet expansion, INDOT reaffirms its commitment to enhancing rural mobility, supporting economic growth, and ensuring that residents in underserved areas have dependable and affordable transportation options.

Local Match Requirements:

The local match for all replacement vehicles will be covered by sub-grantees general funds, donations, and city/county funds. The attached program of projects outlines the local agencies and their corresponding match amounts. Per FTA Circular 9070.1H (see page III-9 for reference), a 15% local

match is required for vehicle acquisitions to ensure ADA compliance.

Project Benefits

Amendment #1

The addition of 53 new ADA-compliant transit vehicles will expand the overall capacity, flexibility, and accessibility of transportation services for rural providers across the state. Increasing fleet size will allow transit agencies to better respond to unmet needs, reduce service gaps, and improve the availability and frequency of service for riders.

The inclusion of ADA-compliant vehicles will enhance mobility for individuals with disabilities and other riders with accessibility needs, ensuring equitable access to public transportation in accordance with federal requirements. These vehicles will meet current safety and operational standards, providing a safe, reliable, and comfortable experience for passengers.

This investment supports the expansion of high-quality public transportation services, strengthens mobility options for rural residents, and promotes economic and social connectivity by enabling access to employment, healthcare, education, and other essential services throughout the state.

Original

Expansion vehicles provide additional capacity and improved flexibility for transit agencies, allowing them to meet growing demand, serve new communities, and enhance operational efficiency. By adding more vehicles to their fleet, agencies can expand service areas, increase frequency, and reduce wait times, ensuring that more residents have consistent access to reliable transportation.

These vehicles also enable agencies to respond to regional growth and evolving mobility needs, supporting economic development, healthcare access, and workforce connectivity. Expanding transit fleets helps rural communities reduce barriers to essential services, offering greater independence for individuals who rely on public transportation.

Additionally, increasing fleet size enhances service resilience, providing backup vehicles that help maintain operations during peak demand periods, maintenance cycles, or unexpected service disruptions. The investment in expansion vehicles reflects a proactive approach to improving transit accessibility, fostering regional connectivity, and ensuring long-term sustainability for Indiana's rural transportation network.

Additional Information

Amendment #1

This amendment will fund the acquisition of 45 expansion transit ADA vehicles to support rural transportation systems across the state. These vehicles will be operated by multiple transit agencies serving rural communities where public transportation options are limited. The addition of vehicles will increase system capacity and enable transit providers to expand service coverage and better meet growing demand for transportation services.

Rural transit providers play a critical role in connecting residents to employment, healthcare, education, and essential community services. Limited fleet capacity can create service constraints and restrict agencies ability to meet these needs. The procurement of new ADA-compliant vehicles will allow transit agencies to expand operations, improve service availability, and enhance accessibility for individuals with disabilities while meeting current federal standards.

By increasing fleet capacity with ADA-accessible vehicles, this amendment demonstrates a continued commitment to enhancing mobility, promoting equitable access to transportation, and supporting economic and social connectivity in rural communities. This investment strengthens long-term system growth and

ensures that residents have access to safe, dependable, and inclusive transportation services.

Original

This grant will fund the acquisition of six expansion transit vehicles to enhance rural transportation services for two transit agencies across the state. These vehicles will be operated by West Central Transit and Union County Transit, supporting service expansion in rural communities where public transportation options are limited or growing. By increasing fleet capacity, this investment ensures greater reliability, efficiency, and accessibility for passengers who depend on these services for daily mobility.

Rural transit providers play a critical role in connecting residents to employment opportunities, healthcare services, education, and essential resources. However, increased demand for transportation services often requires additional vehicles to expand coverage, improve service frequency, and accommodate more riders. The purchase of expansion vehicles will support service area growth, improve operational flexibility, and enhance transit accessibility for residents in underserved and newly included areas.

By increasing fleet size, this grant underscores a commitment to strengthening rural mobility, improving transportation equity, and fostering economic and social connectivity throughout the state. The investment promotes long-term sustainability, ensuring rural communities continue to receive safe, reliable, and efficient public transit services tailored to their evolving needs.

Location Description

The transit vehicles funded through this grant will be utilized by West Central Transit and Union County Transit to support rural public transit operations across Indiana. These agencies serve communities where transportation options are often limited or expanding, providing a vital lifeline for residents who depend on public transit for work, healthcare, education, and essential services.

By expanding their fleets, these new vehicles will increase service capacity, improve reliability, and enhance operational efficiency, ensuring that riders have consistent access to dependable transportation. West Central Transit is responding to a growing demand in Vigo and Clay counties, while Union County Transit is expanding its service area to reach more residents who need accessible mobility options.

Rural transit agencies play a critical role in connecting individuals to opportunities and resources, fostering economic growth, and improving quality of life for Indiana residents. This investment underscores a commitment to strengthening rural mobility, expanding service availability, and supporting long-term sustainability. With these additional vehicles, agencies can continue to provide accessible, efficient, and compliant transit options, helping communities stay connected and thrive.

Project Location (Urbanized Areas)

UZA Code	Area Name
180000	Indiana

Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana

5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 9/1/2023

Description: The State Transportation Improvement Program (STIP) was approved by FTA/FHWA on September 1, 2023. The STIP documentation attachment includes the project listing and the approval letter from FTA/FHWA.

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: 2018 through 2045 Indiana Department of Transportation Long Range Plan

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$981,750
Local			\$173,250
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$1,155,000

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-05-01	111-00 (111-A5) BUS - ROLLING STOCK	\$981,750.00	\$173,250.00	\$1,155,000.00	11
IN-2025-013-	11 13.04 BUY <30-FT	\$981,750.00	\$173,250.00	\$1,155,000.00	11

05-01	BUS FOR EXPANSION
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Project Budget Activity Line Items

Budget Activity Line Item: 11.13.04 - BUY <30-FT BUS FOR EXPANSION

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS - ROLLING STOCK (111-00)	11.13.04	BUY <30-FT BUS FOR EXPANSION	BUY EXPANSION - CAPITAL BUS	11

Extended Budget Description

Amendment #1

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2026 Section 5339 funds, totaling \$432,650, to support the purchase of 5 expansion ADA transit vehicles for rural transit providers across the state.

Section 5339 Funds Allocation:

FFY 2026: \$432,650 (Statewide Rural Apportionment)

These ADA vehicles will expand transit capacity and service availability in rural areas, allowing providers to address unmet needs, improve service frequency, and enhance overall mobility for residents. The addition of vehicles will help agencies accommodate growing demand, reduce service gaps, and improve operational flexibility.

Vehicle Procurement & Standards:

All vehicles will meet current Federal Transit Administration (FTA) guidance and industry best practices, with a minimum useful life standard of four years or 100,000 miles. All expansion vehicles will be ADA-compliant to ensure accessibility for individuals with disabilities and will be procured through a State Vehicle Contract to promote cost efficiency, streamlined acquisition, and compliance with state and federal requirements.

Local Match Requirements:

The local match for all expansion ADA vehicles will be provided by sub-grantees through a combination of general funds, donations, and city and county funding sources. The Program of Projects outlines the participating agencies and their corresponding match amounts. In accordance with FTA Circular 9070.1H (see page III-9), a 15 percent local match is required for vehicle acquisitions to ensure compliance with ADA requirements and federal funding guidelines.

Commitment to Rural Transit:

This amendment reinforces INDOT's commitment to enhancing mobility, accessibility, and service capacity for transit-dependent individuals in rural communities. By investing in additional, ADA-compliant vehicles, INDOT enables transit providers to expand service coverage, increase ridership opportunities, and improve access to employment, healthcare, education, and essential services. This investment supports long-term system growth, economic development, and social connectivity throughout the state.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

The project milestones begin with the issuance of the Request for Proposals (RFP) on October 1, 2025, with vehicles to be procured through a State Vehicle Contract. The contract award is scheduled for April 1, 2026, and will also utilize the State Vehicle Contract. Initial delivery of the first vehicle or vehicles is planned for October 1, 2026, followed by the final delivery of all vehicles by December 31, 2028. The project will conclude with a completion date of September 30, 2029, at which time the contract will be formally closed.

Original

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2025 Section 5339 funds, totaling \$549,100, to support the purchase of six expansion transit vehicles for rural transit providers across the state. These vehicles will assist transit agencies in expanding service areas, increasing capacity, and enhancing accessibility for communities with limited public transportation options. The useful life standard for newly acquired transit vehicles is set at four years or 100,000 miles, reflecting industry best practices for fleet management. To optimize cost efficiency and simplify purchasing, these vehicles will be procured through a state vehicle contract. This approach enables transit agencies to allocate resources effectively while maintaining high-quality service standards.

The local match for all expansion vehicles will be covered through sub-grantees general funds, donations, and/or city or county funds. In accordance with FTA Circular 9070.1H (see page III-9 for the 85% Federal share reference), a 15% local match is required to ensure compliance with the Americans with Disabilities Act (ADA). This funding structure allows transit providers to meet federal standards while continuing to deliver equitable and accessible transportation services for residents in growing service areas.

Investing in expansion vehicles reinforces INDOT's commitment to enhancing mobility, safety, and service coverage for transit-dependent individuals in rural communities. By adding new vehicles to existing fleets, transit providers can increase service frequency, reduce travel barriers, and improve overall connectivity for riders in underserved regions. These additional vehicles will ensure that transit agencies can meet rising demand, support long-term sustainability, and maintain reliable public transportation options tailored to the evolving needs of Indiana's rural communities.

The letter of approval is on the first page (page 1 of 362) of the document and the Section 5311 project page is in Appendix D of the STIP documentation (page 347 of 362).

TPIN: DOT-25-003

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Propulsion	Fuel Type	Vehicle Condition	Vehicle Size (ft.)
N/A	Gasoline	New	

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$981,750
Local			\$173,250
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0

Transportation Development Credit	\$0
Adjustment	\$0
Total Eligible Cost	\$1,155,000

Milestone Name	Est. Completion Date	Description
RFP/IFB Issue Date	10/1/2025	The vehicles will be procured through a State Vehicle Contract.
Contract Award Date	4/1/2026	The vehicles will be procured through a State Vehicle Contract.
Initial Delivery Date	10/1/2026	The first vehicle(s) will be delivered.
Final Delivery Date	12/31/2027	The final vehicle(s) will be delivered.
Contract Completion Date	9/30/2028	The project will be closed.

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Date Description	Date
Class IIc CE Approved	7/16/2026

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS - ROLLING STOCK (111-00)	11.13.04	BUY <30-FT BUS FOR EXPANSION	11	\$981,750.00	\$1,155,000.00

Project Title: FFY 2026 Section 5339 Miscellaneous Equipment

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-06-01	IN-2025-013-01-P8	5/21/2026	3/31/2027	3/31/2028

Project Description

Amendment 1:

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2026 Section 5339 funds from the Statewide Rural Apportionment to purchase miscellaneous equipment to support transit operations for rural public transportation providers across the state.

This project includes \$226,324 from FFY 2026 Section 5339 funds. In addition, a total local match of \$56,581 will be provided by sub-grantees, resulting in a total project cost of \$282,905.

The investment supports the continued provision of safe, reliable, and efficient transportation services by enhancing the operational capabilities of rural transit agencies.

The \$50,000 local match will be funded by participating transportation agencies.

The miscellaneous equipment will be used to support day-to-day transit operations, improve service delivery, and ensure agencies can maintain compliance with federal and state requirements. The equipment to be procured is listed in the attached Program of Projects and will be utilized by multiple rural transit systems.

The local match for all equipment purchases will be covered by sub-grantees through a combination of general funds, donations, and city and county funding sources. The attached program of projects outlines the local agencies and their corresponding match amounts. Consistent with FTA Circular 9070.1H, a 20 percent local match is required for these capital purchases.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

Project Benefits

Amendment 1:

The purchase of miscellaneous equipment will enhance the efficiency, reliability, and overall effectiveness of transit operations for rural providers across the state. By equipping agencies with necessary tools and resources, this project will help improve service delivery, reduce operational challenges, and support safe and dependable transportation services.

These improvements will enable transit providers to better maintain vehicles, support administrative functions, and improve operational performance. The investment will also help agencies meet evolving federal and state requirements, ensuring continued compliance and service quality.

Ultimately, this investment strengthens the ability of rural transit systems to provide consistent and reliable transportation, supporting mobility needs and improving access to essential services such as employment, healthcare, and education.

Additional Information

Amendment 1:

This amendment will fund the acquisition of miscellaneous equipment to support rural transportation systems across the state. The equipment will be utilized by multiple transit agencies serving rural communities where resources are often limited and operational efficiency is critical.

Rural transit providers rely on a variety of equipment to maintain service quality, support vehicle operations, and meet administrative and regulatory requirements. Without adequate equipment, agencies may face operational inefficiencies, increased costs, and potential service disruptions. The procurement of miscellaneous equipment will help address these challenges by providing essential tools and resources that support daily operations.

By investing in operational equipment, this amendment demonstrates a continued commitment to

enhancing the effectiveness, sustainability, and reliability of rural transit systems. This investment ensures that agencies are better equipped to deliver safe, accessible, and dependable transportation services that meet the needs of their communities.

Location Description

This amendment provides funding for the purchase of miscellaneous equipment to support rural transit systems located throughout the state of Indiana. By investing in equipment statewide, the funding will enhance the operational effectiveness and efficiency of transit providers serving rural communities. The equipment will support a range of transit functions, including maintenance, administration, and service delivery, helping ensure that agencies can continue providing safe, reliable, and accessible transportation.

This funding supports rural transit systems that connect residents to employment, healthcare, education, and other essential services, reinforcing INDOT's commitment to maintaining strong and sustainable public transportation options across Indiana's rural areas.

Project Location (Urbanized Areas)

UZA Code	Area Name
180000	Indiana

Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana
5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 8/28/2025

Description: The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: 2018 through 2045 Indiana Department of Transportation Long Range Plan

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$226,324
Local			\$56,581
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$282,905

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-06-01	114-00 (114-A6) BUS: SUPPORT EQUIP AND FACILITIES	\$226,324.00	\$56,581.00	\$282,905.00	0
IN-2025-013-06-01	11.42.20 ACQUIRE - MISC SUPPORT EQUIPMENT	\$226,324.00	\$56,581.00	\$282,905.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 11.42.20 - ACQUIRE - MISC SUPPORT EQUIPMENT

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS: SUPPORT EQUIP AND FACILITIES (114-00)	11.42.20	ACQUIRE - MISC SUPPORT EQUIPMENT	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	0

Extended Budget Description

Amendment 1:

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2026 Section 5339 funds, totaling \$226,324, to support the purchase of miscellaneous equipment for rural transit providers across the state.

Section 5339 Funds Allocation:

FFY 2026: \$226,324 (Statewide Rural Apportionment)

These funds will be used to procure equipment necessary to support transit operations and improve efficiency for rural transit systems. The equipment to be purchased is listed in the attached Program of Projects and will be utilized by multiple rural transit providers.

Equipment Procurement & Standards:

All equipment will be procured in accordance with Federal Transit Administration (FTA) requirements and state procurement guidelines to ensure compliance and cost efficiency.

Local Match Requirements:

The local match for all equipment purchases will be provided by sub-grantees through a combination of general funds, donations, and city and county funding sources. The program of projects outlines the participating agencies and their corresponding match amounts. Consistent with FTA requirements, a 20 percent local match is required for these capital purchases.

Commitment to Rural Transit:

This amendment supports the ongoing operational needs of rural transit providers by ensuring they have the necessary equipment to maintain efficient and reliable service delivery.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$226,324
Local			\$56,581
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$282,905

Milestone Name	Est. Completion Date	Description
Procurement Initiation Date	3/31/2027	Begin purchasing miscellaneous equipment.
Equipment Delivery Date	12/31/2027	Equipment received and placed into service.
Project Completion Date	3/31/2028	Project Complete

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)**Class Level Description**

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Date Description	Date
Class IIc CE Approved	7/16/2026

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS: SUPPORT EQUIP AND FACILITIES (114-00)	11.42.20	ACQUIRE - MISC SUPPORT EQUIPMENT	0	\$226,324.00	\$282,905.00

Project Title: FFY 2026 Section 5339 Surveillance Equipment

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-07-01	IN-2025-013-01-P9	5/27/2026	3/31/2027	3/31/2028

Project Description

Amendment 1:

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2026 Section 5339 funds from the Statewide Rural Apportionment to purchase surveillance equipment to support transit operations for rural public transportation providers across the state.

This project includes \$390,310 from FFY 2026 Section 5339 funds. In addition, a total local match of \$97,578 will be provided by sub-grantees, resulting in a total project cost of \$487,888.

The investment supports the continued provision of safe, reliable, and efficient transportation services by enhancing the safety, security, and operational oversight capabilities of rural transit agencies.

The \$97,578 local match will be funded by participating transportation agencies.

The surveillance equipment will be used to support day-to-day transit operations, improve safety and security, and ensure agencies can maintain compliance with federal and state requirements. The equipment to be procured is listed in the attached Program of Projects and will be utilized by multiple rural transit systems.

The local match for all equipment purchases will be covered by sub-grantees through a combination of

general funds, donations, and city and county funding sources. The attached program of projects outlines the local agencies and their corresponding match amounts. Consistent with FTA Circular 9070.1H, a 20 percent local match is required for these capital purchases.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

Project Benefits

Amendment 1:

The purchase of surveillance equipment will enhance the safety, security, and overall effectiveness of transit operations for rural providers across the state. By equipping agencies with onboard surveillance systems, this project will help deter vandalism and inappropriate behavior, support incident investigation, and improve operational oversight.

These improvements will enable transit providers to better monitor vehicle activity, protect passengers and operators, and reduce liability through documented video evidence. The investment will also help agencies meet evolving federal and state requirements, ensuring continued compliance and service quality.

Ultimately, this investment strengthens the ability of rural transit systems to provide safe and reliable transportation, supporting mobility needs and improving access to essential services such as employment, healthcare, and education.

Additional Information

Amendment 1:

This amendment will fund the acquisition of surveillance equipment to support rural transportation systems across the state. The equipment will be utilized by multiple transit agencies serving rural communities where resources are often limited and maintaining safe operations is critical.

Rural transit providers rely on technology solutions such as onboard cameras to enhance security, monitor operations, and support compliance with safety and regulatory requirements. Without adequate surveillance systems, agencies may face increased safety risks, operational challenges, and difficulties in investigating incidents or claims. The procurement of camera equipment will help address these challenges by providing reliable tools for monitoring and documentation.

By investing in surveillance systems, this amendment demonstrates a continued commitment to enhancing the safety, accountability, and reliability of rural transit systems. This investment ensures that agencies are better equipped to deliver safe, accessible, and dependable transportation services that meet the needs of their communities.

Location Description

This amendment provides funding for the purchase of surveillance equipment to support rural transit systems located throughout the state of Indiana. By investing in equipment statewide, the funding will enhance the safety, security, and operational effectiveness of transit providers serving rural communities. The equipment will support a range of transit functions, including vehicle monitoring, incident documentation, and overall system oversight, helping ensure that agencies can continue providing safe, reliable, and accessible transportation.

This funding supports rural transit systems that connect residents to employment, healthcare, education, and other essential services, reinforcing INDOT's commitment to maintaining strong and sustainable public transportation options across Indianas rural areas.

Project Location (Urbanized Areas)

UZA Code	Area Name
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180000	Indiana
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Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana
5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 8/28/2025

Description: The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: 2018 thru 2045 Indiana Department of Transportation Long Range Plan

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$390,310
Local			\$97,578
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0

Total Eligible Cost	\$487,888
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Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-07-01	114-00 (114-A7) BUS: SUPPORT EQUIP AND FACILITIES	\$390,310.00	\$97,578.00	\$487,888.00	0
IN-2025-013-07-01	11.42.09 ACQUIRE - MOBILE SURV/SECURITY EQUIP	\$390,310.00	\$97,578.00	\$487,888.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 11.42.09 - ACQUIRE - MOBILE SURV/SECURITY EQUIP

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS: SUPPORT EQUIP AND FACILITIES (114-00)	11.42.09	ACQUIRE - MOBILE SURV/SECURITY EQUIP	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	0

Extended Budget Description

Amendment 1:

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2026 Section 5339 funds, totaling \$390,310, to support the purchase of surveillance equipment for rural transit providers across the state.

Section 5339 Funds Allocation:

FFY 2026: \$390,310 (Statewide Rural Apportionment)

These funds will be used to procure surveillance systems necessary to support transit operations, enhance safety and security, and improve oversight for rural transit systems. The equipment to be purchased is listed in the attached Program of Projects and will be utilized by multiple rural transit providers.

Equipment Procurement & Standards:

All equipment will be procured in accordance with Federal Transit Administration (FTA) requirements and state procurement guidelines to ensure compliance and cost efficiency.

Local Match Requirements:

The local match for all equipment purchases will be provided by sub-grantees through a combination of general funds, donations, and city and county funding sources. The program of projects outlines the

participating agencies and their corresponding match amounts. Consistent with FTA requirements, a 20 percent local match is required for these capital purchases.

Commitment to Rural Transit:

This amendment supports the ongoing operational and safety needs of rural transit providers by ensuring they have the necessary technology to maintain safe, secure, and efficient service delivery.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5311 project information is included in Appendix D.

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$390,310
Local			\$97,578
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$487,888

Milestone Name	Est. Completion Date	Description
Procurement Initiation Date	3/31/2027	Begin purchasing surveillance equipment
Equipment Delivery Date	12/31/2027	Equipment received and place into service
Project Completion Date	3/31/2028	Close out the project

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional

use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Date Description	Date
Class IIc CE Approved	7/16/2026

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS: SUPPORT EQUIP AND FACILITIES (114-00)	11.42.09	ACQUIRE - MOBILE SURV/SECURITY EQUIP	0	\$390,310.00	\$487,888.00

Project Title: FFY 2026 Section 5339 Dispatch Software

Project Number	Temporary Project Number	Date Created	Start Date	End Date
IN-2025-013-08-01	IN-2025-013-01-P10	5/27/2026	3/31/2027	3/31/2028

Project Description

Amendment 1:

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2025 Section 5339 funds from the Statewide Rural Apportionment to support the development, acquisition, and implementation of software solutions to enhance transit operations for rural public transportation providers across the state.

This project includes \$286,111 from FFY 2026 Section 5339 funds. In addition, a total local match of \$71,528 will be provided by sub-grantees, resulting in a total project cost of \$357,639.

The investment supports the continued provision of safe, reliable, and efficient transportation services by strengthening the technological capabilities of rural transit agencies through modernized software systems.

The \$50,000 local match will be funded by participating transportation agencies.

The software solutions funded under this project will support day-to-day transit operations, improve service coordination, enhance data management, and ensure compliance with federal and state requirements. Eligible software may include scheduling systems, dispatch platforms, asset management tools, reporting systems, and other operational technologies. These systems are identified in the attached Program of Projects and will be utilized by multiple rural transit systems.

The local match for all project costs will be covered by sub-grantees through a combination of general funds, donations, and city and county funding sources. The attached program of projects outlines the local agencies and their corresponding match amounts. Consistent with FTA Circular 9070.1H, a 20 percent local match is required for these capital investments.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

Project Benefits

Amendment 1:

The implementation of software solutions will enhance the efficiency, reliability, and overall effectiveness of transit operations for rural providers across the state. By equipping agencies with modern digital tools, this project will improve scheduling accuracy, streamline dispatch operations, and enhance communication between drivers, dispatchers, and riders.

These systems will enable transit providers to better manage routes, monitor performance, and optimize resource allocation, leading to improved service delivery and reduced operational inefficiencies. In addition, improved data collection and reporting capabilities will support performance monitoring, compliance with regulatory requirements, and informed decision-making.

The investment will also support increased transparency and accountability, allowing agencies to track service metrics, respond to service demands, and enhance customer experience. Ultimately, these improvements strengthen rural transit providers ability to deliver safe, reliable, and accessible transportation services that connect residents to employment, healthcare, education, and other essential services.

Additional Information

Amendment 1:

This amendment will fund the acquisition and implementation of software systems to support rural transportation operations across the state. These systems will be utilized by multiple transit agencies serving rural communities where resources are often limited and operational efficiency is critical.

Rural transit providers increasingly rely on software solutions to manage scheduling, dispatching, reporting, and asset tracking. Without modern software systems, agencies may face operational inefficiencies, limited data visibility, and challenges in meeting reporting and compliance requirements. The implementation of updated software will help address these challenges by providing reliable, integrated tools for managing transit services.

By investing in software technology, this amendment demonstrates a continued commitment to improving the efficiency, accountability, and sustainability of rural transit systems. These tools will enable agencies to better adapt to changing service demands while maintaining consistent, high-quality service delivery.

Location Description

This amendment provides funding for software solutions to support rural transit systems located throughout the state of Indiana. By investing in technology statewide, the funding will enhance the operational effectiveness and service coordination of transit providers serving rural communities.

The software systems will support a range of transit functions, including scheduling, dispatching, data reporting, and performance monitoring, helping ensure that agencies can continue providing efficient, reliable, and accessible transportation services.

This funding supports rural transit systems that connect residents to employment, healthcare, education, and other essential services, reinforcing INDOTs commitment to maintaining strong and sustainable public transportation options across Indiana's rural areas.

Project Location (Urbanized Areas)

UZA Code	Area Name
180000	Indiana

Congressional District Information

District	State
1	Indiana
2	Indiana
3	Indiana
4	Indiana
5	Indiana
6	Indiana
7	Indiana
8	Indiana
9	Indiana

Program Plan Information

STIP/TIP

Date: 8/28/2025

Description: The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

UPWP

Date: Not Provided

Description: N/A

Long Range Plan

Date: 6/28/2019

Description: Indiana Department of Transportation Long-Range Transportation Plan 2018 - 2045.

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$286,111
Local			\$71,528
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$357,639

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
IN-2025-013-08-01	114-00 (114-A8) BUS: SUPPORT EQUIP AND FACILITIES	\$286,111.00	\$71,528.00	\$357,639.00	0
IN-2025-013-08-01	11.42.08 ACQUIRE - ADP SOFTWARE	\$286,111.00	\$71,528.00	\$357,639.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 11.42.08 - ACQUIRE - ADP SOFTWARE

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS: SUPPORT EQUIP AND FACILITIES (114-00)	11.42.08	ACQUIRE - ADP SOFTWARE	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	0

Extended Budget Description

Amendment 1:

The Indiana Department of Transportation (INDOT) is utilizing Federal Fiscal Year (FFY) 2026 Section 5339 funds, totaling \$286,111, to support software project implementation for rural transit providers across the state.

Section 5339 Funds Allocation:

FFY 2026: \$286,111 (Statewide Rural Apportionment)

These funds will be used to procure and implement software systems necessary to support transit operations, improve efficiency, enhance reporting capabilities, and ensure compliance for rural transit systems. The software solutions to be implemented are listed in the attached Program of Projects and will be utilized by multiple rural transit providers.

Software Procurement & Standards:

All software solutions will be procured and implemented in accordance with Federal Transit Administration (FTA) requirements and state procurement guidelines to ensure compliance, interoperability, and cost efficiency.

Local Match Requirements:

The local match for all project costs will be provided by sub-grantees through a combination of general funds, donations, and city and county funding sources. The program of projects outlines the participating agencies and their corresponding match amounts. Consistent with FTA requirements, a 20 percent local match is required for these capital investments.

Commitment to Rural Transit:

This amendment supports the ongoing operational and technological needs of rural transit providers by ensuring they have access to modern software solutions to maintain efficient, responsive, and compliant

service delivery.

The FTA approval date for the STIP was August 28, 2025.

The STIP approval letter is included on page 1 of the attached STIP document (STIP -2026-2030-final Approved 8-28-25), and the Section 5339 project information is included in Appendix D.

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5339 – Buses and Bus Facilities Formula	5339-1	20526	\$286,111
Local			\$71,528
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$357,639

Milestone Name	Est. Completion Date	Description
Procurement Initiation Date	3/31/2027	Begin purchasing software
Software Delivery	12/31/2027	Software received and placed into service
Project Completion	3/31/2028	Complete Project

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Date Description	Date
Class IIc CE Approved	7/16/2026

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS: SUPPORT EQUIP AND FACILITIES (114-00)	11.42.08	ACQUIRE - ADP SOFTWARE	0	\$286,111.00	\$357,639.00

Part 4: Fleet Details

Fleet Type: Fixed Route

Fleet Comments

None provided.

Current Value		
I.	Active Fleet	
	A. Peak Requirement	1
	B. Spares	0
	C. Total (A+B)	1
	D. Spare Ratio (B/A)	0%
II.	Inactive Fleet	
	A. Other	0
	B. Pending Disposal	0
	C. Total (A+B)	0
III.	Total (I.C and II.C)	1

Fleet Type: Paratransit

Fleet Comments

None provided.

Current Value		
I.	Active Fleet	
	A. Peak Requirement	713
	B. Spares	10
	C. Total (A+B)	723
	D. Spare Ratio (B/A)	1.4%
II.	Inactive Fleet	
	A. Other	0
	B. Pending Disposal	43
	C. Total (A+B)	43
III.	Total (I.C and II.C)	766

Part 5: FTA Review Comments

FTA Comments for DOL

Comment By **Cecilia Crenshaw**

Comment Type	DOL Review for Certification
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Date	7/24/2026
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Comment	Please review for DOL Certification
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