



Town of Amo

Capital Improvements Plan 2023-2027



KIESER CONSULTING GROUP, LLC

Planning · Environmental Studies · Grants · Water Quality



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EXECUTIVE SUMMARY

The Town of Amo Capital Improvement Plan (CIP) establishes, prioritizes, and plans funding for projects to improve existing and develop new infrastructure and facilities. A CIP promotes better use of the Town’s limited financial resources, reduces costs, and assists in the coordination of public and private development.

The Town’s CIP is a five-year roadmap, which identifies the major expenses over and above routine annual operating expenses over and above routine annual operating expenses. While the CIP serves as a long-range plan, it is reviewed and revised annually. Priorities may be changed due to funding opportunities or circumstances that cause a more rapid deterioration of an asset.

Overview

This CIP outlines a schedule of public service expenditures for the coming five-year period (fiscal years 2023-2027). Typically, there are more project requests than can be funded in the five-year CIP period, so the Town conducts an internal project ranking process. The criteria used in this internal ranking include, but are not limited to:

- ***Address health and safety concerns*** – enhances, improves, or protects overall health and safety of the town’s residents.
- ***Supports council goals*** – supports the goals established by the Town Council, meets Town long-term goals, and complies with Amo’s Comprehensive Development Plan policies.
- ***Meets a regulatory or mandated requirement*** – proposed projects satisfy regulatory or mandated requirements.
- ***Considers service delivery needs*** – the potential for projects to improve service delivery, including coordination with other projects to minimize financial or development impacts to maintain and enhance the efficiency of providing services in Amo.
- ***Includes outside funding and partnerships*** – outside funding has been identified committed to or may be obtained through other revenue sources or partnerships.
- ***Implements an Action Plan*** – maintenance and development or existing or new facilities and infrastructure is identified in one of the Town’s Action Plans, enabling the Town to continue to deliver essential services to residents.



HISTORY

About a mile north of Amo lay a little town called Springtown. It was founded in 1836 by four enterprising farmers who donated the land to form the town. It was quite an enterprising town having three stores, two blacksmiths, two shoe shops, a grist mill, church, and post office by 1843. When the Vandalia Railroad was built a mile south of Springtown, another town was platted (circa 1847-50) and named Morrisville. Morrisville was laid out in 1850 by Joseph Morris. All of the area north of Railroad Street to the alley midway between Sycamore and North Streets, bounded by Pearl Street to the west and Walnut Street to the east was included in this first platting. His original plat shows Main Street running east and west north of the present-day Post Office. Walnut Street is shown running north and south one street east of what today is the main thoroughfare of the town. From 1850 to 1912, five more plats were recorded making up present day Amo. Along with the first platting of the Town by Joseph Morris, William Tomlinson, a carpenter craftsman, built the first house in the Town. Some sources refer to it as Morristown and that when the post office was established in 1852; it was found Indiana already had an established post office town named Morristown or ville, so the name had to be changed. It was then that some classical minded citizens suggested the first-person present tense form of the Latin 'I Love' or Amo.

As the settlement grew, businesses soon appeared. Sawmill, grist mill, chair factory, buggy factory, wagon factory, harness shop, general stores, doctors and dentists offices, hotels, and livery barns were established, and owners plied their trades. Amo became an important shipping point for logs, lumber, flour, and livestock due to the railroad. All of these activities meant employment. The wagon factory made so labeled 'Amo Wagons'. The grist mill (later known as the Amo Milling Company) thrived. It manufactured and shipped large quantities of flour and corn meal. A. Rudd's sawmill, located on the south side of the railroad on the west edge of town, would buy quantities of standing trees, cut, and haul them to the mill, then process them into merchantable lumber and ship to Indianapolis in carloads. A hotel stood at the northwest corner of South Pearl Street and the Amo-Clayton Road. Another hotel was a block to the east. The livery stable or barn was and is the large white house at the northwest corner of South Walnut Street just south of the railroad. The Boyd Buggy factory was located at the former site of the Amo Milling Co. office. Sawmills were located one on West Main about midway between South Pearl and Vine facing Main, the other was just east of the Amo Milling Co.

Amo was incorporated on April 19, 1913. It included parts of Section 2, 3, 34, and 35 of Clay Township. The first sidewalks were laid in 1914 and the first streetlights were installed in 1916. A telephone company (Amo Telephone Company) was established in 1914 and was operative



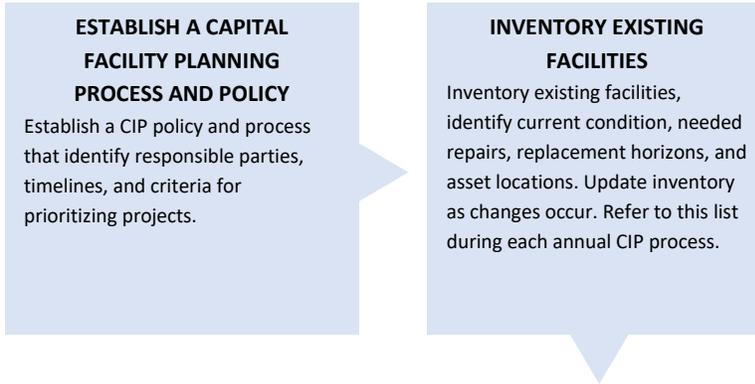
until 1962. In 1922, the first firefighting equipment was purchased. In 1907, the Terre Haute, Indianapolis and Eastern (T.H.I.&E.) interurban railway opened its electric line between Indianapolis and Greencastle running the first car on July 4, 1907. The railway was operated very successfully for several years and rendered a much-appreciated service for Amo citizens to the towns and communities along its route. The schedule was a car each way each hour of the day. Freight service was each way daily also. The automobile soon doomed the interurban and it ceased operation on January 10, 1940. The railroad was eventually abandoned in the 1970's and the ties removed, and crossings leveled in the early 1980's.



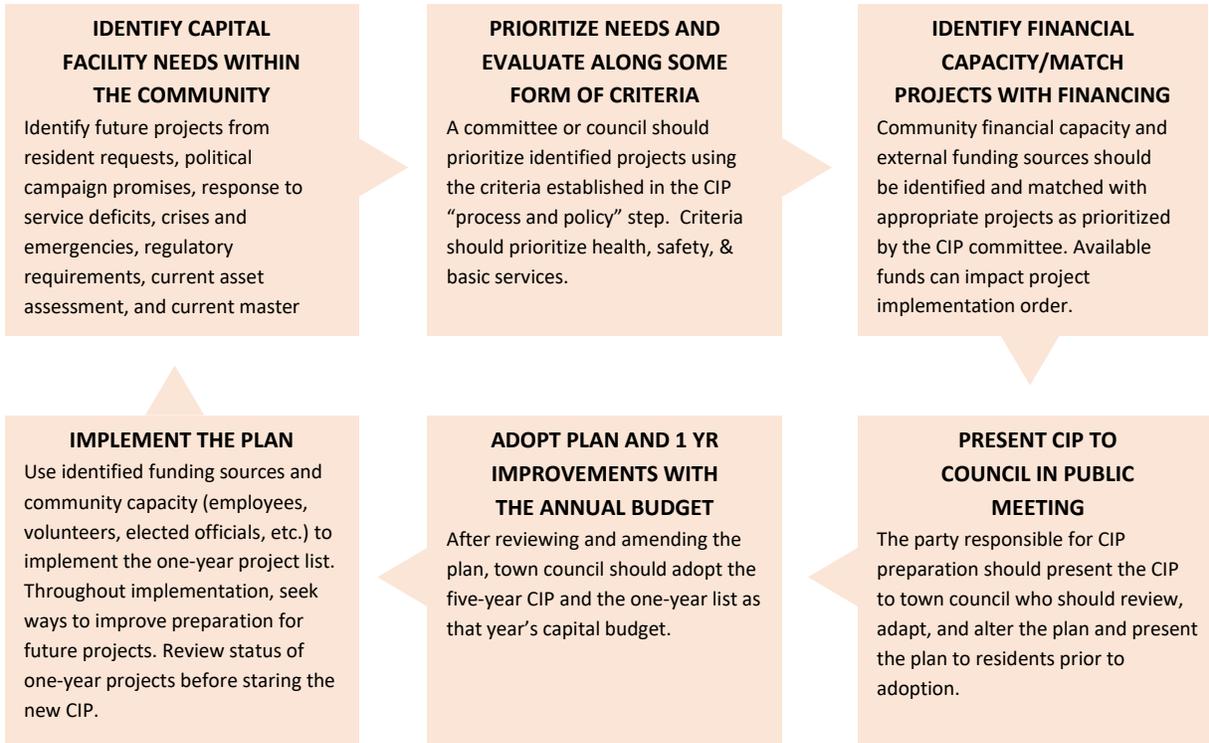
PLANNING PROCESS

The CIP process begins with a review of identified system needs and concludes with the proposed CIP as outlined below:

First-Year Steps



Annual Process





CAPITAL IMPROVEMENT PLAN

When, where, and how much a town invests in public services plays a large role in determining when, where, and how, much commercial, residential, and industrial development will occur. A capital improvements program shows:

- (1) what services a town will build, repair, or replace;
- (2) where these services will be located; and
- (3) when construction, repair, or replacement will happen.

Generally, a CIP will look five to ten years into the future, but this may vary according to a town's estimates of future population growth and service needs. A town experiencing rapid growth may have to draft a new program every couple of years to keep up with rising service demands.

The items commonly included in a CIP are roads and bridges, school buildings, sewer and water lines, treatment plants, municipal buildings, solid waste disposal sites, and police and fire equipment. The plan should contain detailed information on the capacity of current facilities, the projected future demand for public services, standards for road construction and sewer and water pipes, and estimated future costs and financing arrangements in relation to expected town budgets.

The purpose of the CIP is to anticipate service needs and to provide adequate services at a reasonable cost. In some towns, the program may help conserve scarce resources such as water and energy, especially if the town operates a municipal utility. By not extending services (especially sewer and water lines) to certain areas, the town can discourage development in environmentally sensitive locations. Furthermore, expanding public services can be very expensive, and the CIP can help coordinate projects to avoid mismanagement, such as paving a street one-year and tearing it up the next to install a sewer line.



DEVELOPING the AMO CIP

The Town of Amo has recruited Kieser Consulting Group, LLC to prepare a Capital Improvements Plan for the fiscal years 2023 through 2027.

Prioritization Criteria

Communities should establish the criteria they will use to prioritize projects in the CIP prior to identifying all of the projects that will be considered for the CIP. This protects decision makers from the threat of creating criteria that favor the pet project. The prioritization criteria establish the justification for why a project may receive funding, while another does not. These criteria should match the community’s priorities but should not change for every change in the community’s political climate. Good criteria will stand the test of time and guide the community to good decisions, even in the midst of political or financial uncertainty. Weighting criteria helps match the criteria to community priorities. The Town of Amo, IN established twelve criteria that are weighted on a 1-5 scale, with 1 being least important and 5 being most important.

TITLE	WEIGHT	CRITERIA
<i>Life, Health, Safety</i>	<i>5</i>	<i>Is the proposed improvement needed to protect public health, safety, and welfare?</i>
<i>Legal Mandate</i>	<i>5</i>	<i>Is the proposed improvement required to comply with a legal mandate?</i>
<i>Tax Base</i>	<i>4</i>	<i>Does the proposed improvement contribute to or directly improve the tax base?</i>
<i>Funding Available</i>	<i>4</i>	<i>Is funding for this project available?</i>
<i>Revenue Generation</i>	<i>4</i>	<i>Is the proposed improvement part of a service that generates revenue?</i>
<i>Maintenance</i>	<i>4</i>	<i>Does the improvement have a clearly identified source of revenue for maintenance?</i>
<i>Cost Effective Service</i>	<i>4</i>	<i>Will the proposed improvement result in cost effective service delivery?</i>
<i>Coordination</i>	<i>4</i>	<i>Is the proposed improvement a part of another project</i>
<i>Partnership</i>	<i>3</i>	<i>Does the improvement create partnership opportunities? (Private public, other gov.)</i>
<i>Consistency</i>	<i>3</i>	<i>Is the improvement consistent with general plan?</i>
<i>Level of Service</i>	<i>3</i>	<i>Will the improvement enhance provision of services for existing residents?</i>
<i>Forecast Demand</i>	<i>3</i>	<i>Is the improvement needed to help meet forecasted service demand in the future?</i>



Annual Capital Budget

Preparation of the CIP and annual budget are closely linked. The first year of the CIP, known as the capital budget, outlines specific projects and appropriates funding for those projects. It is usually adopted in conjunction with the government's annual operating budget. Projects and financing sources outlined for subsequent years are not authorized until the annual budget for those years is legally adopted. The out years serve as a guide for future planning and are subject to further review and modification.

Funding Overview

As a percentage of total costs planned for the 2023-2027 CIP:

- Other projects (DT improvements/facility improvements/purchases account for **39.3%**,
- Stormwater Drainage projects account for **21.9%**,
- Street Improvement projects account for **21.2%**,
- Sidewalk Improvement projects account for **10.3%**, and
- Planning projects account for **9.0%**



CIP IMPLEMENTATION

The CIP is a powerful tool for implementing a community's comprehensive plan, strategic plan, and other planning documents. Capital investments such as utility extensions, highway improvements, and the purchase of parkland or environmental corridors can have a substantial impact on patterns of growth and development. By providing funding for strategic investments at a given time and location, the CIP helps ensure that development occurs consistent with a community's plans and vision.

Evaluating Projects

Projects in the CIP shall be listed in four classifications:

I.CIP Projects Recommended for Funding – Projects and acquisitions included shall have been sufficiently developed and defined as to clearly identify the scope and cost of the project and the recommended funding sources. It is highly that projects in this class will eventually be authorized for completion and funding.

II.CIP Projects In Development – Projects and acquisitions of this class are under active consideration but have not been sufficiently developed or defined to clearly identify the scope or cost of the project. Typically, projects in this category are being evaluated from several alternatives; or there is not sufficient confidence in the cost estimates to determine whether the project should be recommended for funding.

III.CIP Projects Not Recommended – Projects and acquisitions of this class have been identified or requested by departments or others but are either insufficiently developed or defined or have been deemed to be beyond the funding capacity of the Town. These projects may receive consideration at a future date should circumstances warrant.

IV.CIP Projects Non-Town Funded – Projects to be completed and funded solely by entities other than the Town, with an estimated operational cost impact to the Town of less than \$25,000, are of interest to the Town in its planning efforts. However, as they have a minimal, or no, impact on Town finances, they are shown separately from Town funded projects. Because operating costs, especially in situations where non-town funding is involved, can be a significant cost in evaluating the life cycle costs of a project, the Town shall include in the CIP any project or acquisition with an estimated annual operating cost or saving of \$25,000, regardless of the source of funds proposed to construct or acquire the project.



Capital Improvement Project Requests

All proposed capital improvement project requests must be submitted to the Amo Town Council six months prior to the next budget planning period.

Revenue Sources and Projections

The Amo CIP is utilized for planning and budgeting purposes and not as a rigid purchasing plan or project schedule. Therefore, while the plan identifies likely revenue sources, it does not contain projections of available revenue for implementation of the plan.

Abbreviations

Abbreviations are used throughout the plan for both revenue sources and departments. The abbreviations defined below:

1. ITP - Indiana Trails Program
2. NLT – NextLevel Trails
3. LRS - Local Roads and Street Fund
4. MVH - Motor Vehicle Highway Fund
5. CCMG – Community Crossroads Matching Grant Program
6. CFG - Community Forestry Grant
7. RD - Rural Development
8. OCRA - Office of Community and Rural Affairs (CDBG)
9. IHDA - Indiana Housing and Community Development Authority
10. NRHT- National Road Heritage Trail
11. COPS - Community Oriented Policing Services
12. EDIT - Economic Development Income Tax Fund

Recommended Plan

After identifying all the potential capital projects and purchases, describing them in detail and evaluating their importance, the final plan was developed.

SUMMARY

The importance of implementing and updating the CIP cannot be over-emphasized. Using the same process described herein, the CIP will continue to be updated annually to span a full five-year period. New capital improvement requests will be submitted by department heads for evaluation and inclusion in the updated plan. With guidance from the fund Balance Policy, the Comprehensive Plan, and constituents, elected officials will decide which projects and purchases from the recommended CIP will be included in the annual budget.



Figure A-1: CIP Flowchart

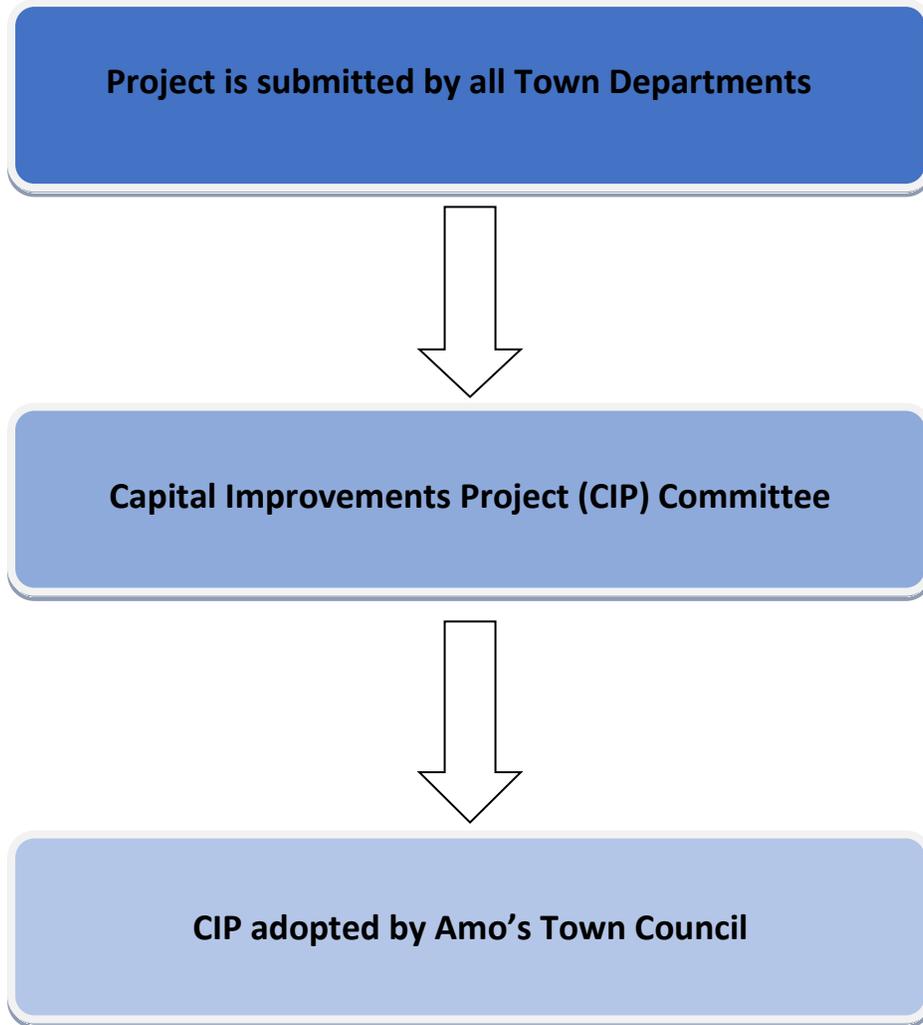




Figure B-1: Map of Amo

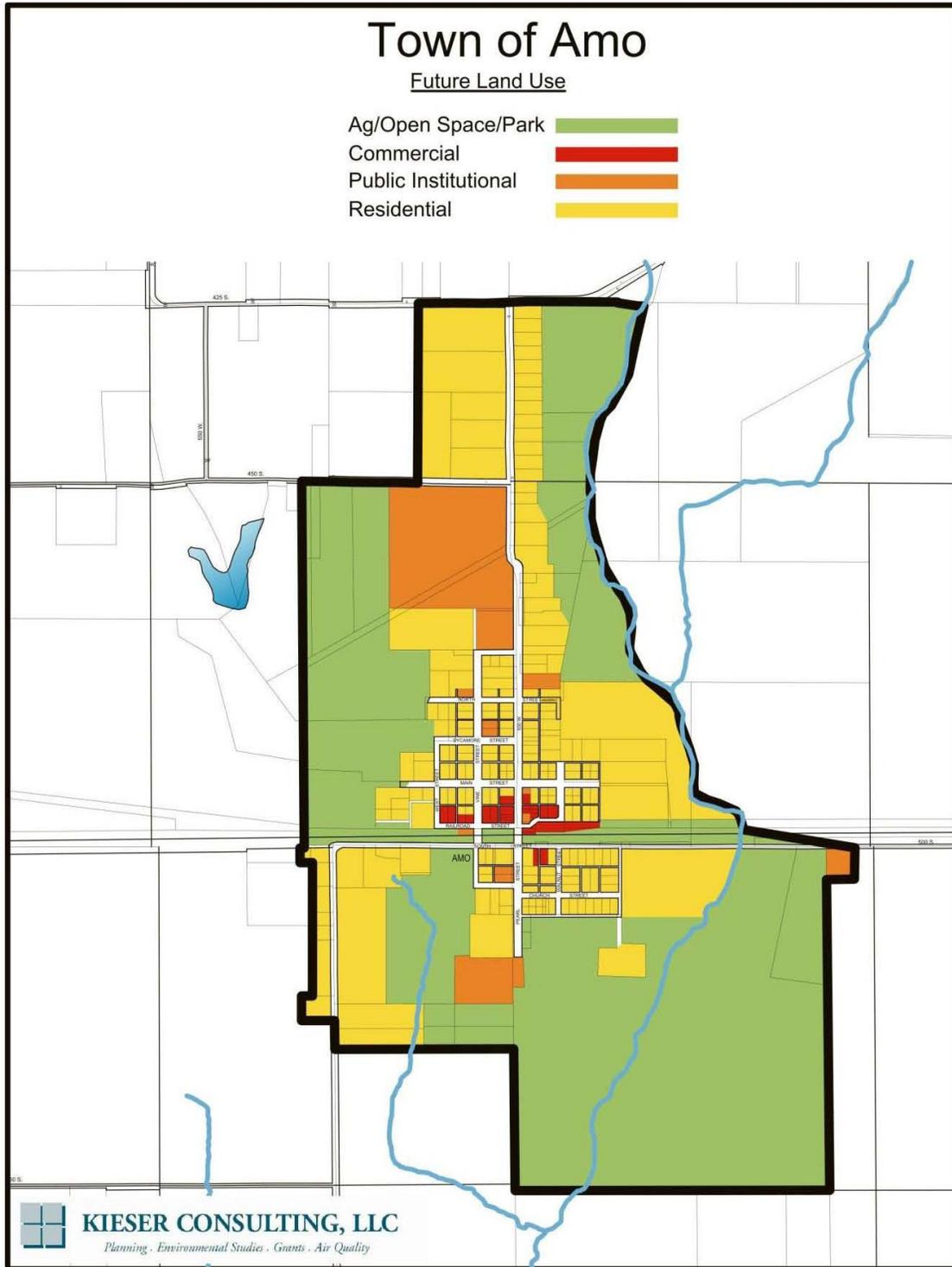




Table 1 – Breakdown of Capital Improvements Projects with Budget – 2023

YEAR	PROJECT	LOCATION	ACTION	ESTIMATED COST	FUNDING SOURCE	CIP CLASSIFICATION
2023	Street Lighting	Main St to W School St	Planning/ Purchase	\$35,000	Local/ RBDG	II
	Interurban Bldg Window Rehab	Interurban building	Hire contractor	\$7,000	Local/ Indiana Landmarks	I
	Sidewalk Improvements	Locations TBD	Planning/ Construction	\$30,000	LRS/MVH	I
	Broadband Readiness Plan	System wide	Planning	\$19,000	ARP	I
	5-Year Master Park Plan	System wide	Planning	\$8,000	Local	I
	Security Cameras	Various locations	Purchase	\$7,500	Local	II
	ESTIMATED TOTAL COST	<i>All cost based on 2023 estimates.</i>			\$106,500	



Table 2 – Breakdown of Capital Improvements Projects with Budget – 2024

YEAR	PROJECT	LOCATION	ACTION	ESTIMATED COST	FUNDING SOURCE	CIP CLASSIFICATION
2024	Stormwater Drainage Improvements	E Church St and East St	Planning/ Construction	\$120,000	LRS/MVH/ CCMG	I
	Boulder Design for Vandalia Trailhead	N Pearl St	Planning/ Purchase	\$7,500	Local	II
	Comprehensive Development Plan Update	System wide	Planning	\$20,000	Local	I
	<i>ESTIMATED TOTAL COST</i>	<i>All cost based on 2023 estimates.</i>		<i>\$147,500</i>		



Table 3 – Breakdown of Capital Improvements Projects with Budget – 2025

YEAR	PROJECT	LOCATION	ACTION	ESTIMATED COST	FUNDING SOURCE	CIP CLASSIFICATION
2025	Street Resurfacing	W North St and E Church St	Planning/ Construction	\$95,000	LRS/MVH/ CCMG	I
	Housing Improvements	System wide	Planning	\$20,000/ unit	IHCDA	II & IV
	Sidewalk Improvements	System wide	Planning/ Construction	\$20,000	LRS/MVH	I
	Street Signs	System wide	Planning	\$15,000	LRS/MVH	II
	Downtown Façade Improvements	Downtown Pearl St	Planning/ Construction	\$75,000	RBDG	II
	<i>ESTIMATED TOTAL COST</i>	<i>All cost based on 2023 estimates.</i>			<i>\$225,000</i>	



Table 4 – Breakdown of Capital Improvements Projects with Budget – 2026

YEAR	PROJECT	LOCATION	ACTION	ESTIMATED COST	FUNDING SOURCE	CIP CLASSIFICATION
2026	Stormwater Improvements	Northside of Town	Planning/ Construction	\$200,000	LRS/MVH/ CCMG	I
	Street Resurfacing	System wide	Planning/ Construction	\$100,000	LRS/MVH/ CCMG	I
	Sidewalk Improvements	System wide	Planning/ Construction	\$50,000	LRS/MVH/ CCMG	I
	<i>ESTIMATED TOTAL COST</i>	<i>All cost based on 2023 estimates.</i>		<i>\$350,000</i>		



Table 5 – Breakdown of Capital Improvements Projects with Budget – 2027

YEAR	PROJECT	LOCATION	ACTION	ESTIMATED COST	FUNDING SOURCE	CIP CLASSIFICATION
2027	Street Resurfacing	System wide	Planning/ Construction	\$80,000	LRS/MVH/ CCMG	I
	Sidewalk Improvements	System wide	Planning/ Construction	\$50,000	LRS/MVH/ CCMG	I
	Housing Improvements	System wide	Planning	\$20,000/ unit	IHCDA	II & IV
	Fire Department Station/Vehicle Improvements	4535 CR 500 S	Planning/ Purchase	\$450,000	RD/OCRA	I & IV
	City Water System Study	System wide	Planning	\$30,000	ARP/Local	I
	ESTIMATED TOTAL COST	<i>All cost based on 2023 estimates.</i>			\$630,000	



APPENDIX A:

Public Participation



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AMO, IA
MAY 5, 2022
CIP STEERING COMMITTEE

	<u>NAME</u>	<u>REPRESENTING</u>
1	Cheri Bray	Cheri.bray317@gmail.com
2	Gina Wicks	amonicks11@gmail.com
3	Becky Rhea	rarhea23@gmail.com
4	Jason A Ritter	JRITTER@AskHomeRETY.com
5	Donna Watson	donna.jean.watson@yahoo.com
6	Dave Kieser KGG	davekieser@sbccgha.net
7	DAN LAKE KCG	
8		



AREA REDEVELOPMENT Activity
OF DEMARCATOR Business Development
FACADE IMPROVEMENTS
2023 → LIGHTS → 7 LIGHTS
UP TO SCHOOL

MAINTENANCE 2024 East CHURCH ST AND
East Street
2025 → HEALTH, EAST CHURCH

⁴
2023 → SECURITY
CAMERAS (3) 1,200

⁴
2023 → ~~RESORTS~~ BUDGET

~~2026~~
COMG & RECONSTRUCT EXISTING
SIDEWALK 1ST TOWN.
RWD SPECIAL
2023 →

2023 → INDIANA
LANDMARKS Business
\$5,000 Re-Development
window



TOWN OF AMO
Capital Improvements Plan
2023-2027



CIP Planning Committee
Meeting #2
July 27, 2023
Sign-In Sheet

NAME:

Cheri Bray _____

Gina Wicks *Gina Wicks* _____

Becky Rhea *Becky Rhea* _____

Donna Watson *Donna Watson* _____

Jason Richey *Jason Richey* _____

Dustin Strahl *Dustin Strahl* _____



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APPENDIX B:

Funding Programs



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Rural Development - Community Facilities Loans and Grants

Community Facilities Programs provide loans, grant and loan guarantees for essential community facilities in rural areas. Priority is given to health care, education and public safety projects. Typical projects are hospitals, health clinics, schools, fire houses, fire trucks, community centers and many other community based initiatives.

Motor Vehicle Highway Distribution (MVH)

Motor Vehicle Highway distributions are made monthly to the Indiana Department of Transportation, counties, cities and towns. MVH funds can be used by counties, cities and towns for the expenses of highway and street departments, construction, maintenance and reconstruction cost of streets and roads, and equipment purchases.

Local Roads and Streets Fund (LRS)

Local Road and Street distributions are made monthly to the Indiana Department of Transportation, counties, cities and towns. Local Road and Street distributions from INDOT can be used by counties, cities and towns for construction, maintenance and reconstruction costs of streets roads, engineering, land acquisitions, and equipment.

Community Crossroads Matching Grant Program

This program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges. For towns under 10,000 the match is 75/25. Projects that are eligible for funding through Community Crossings include road resurfacing and preservation, bridge rehabilitation or replacement, road reconstruction with Americans with Disabilities Act (ADA) compliance in connection with a road project. Material costs for chip sealing and crack filing operations are also eligible for funding.

Economic Development Income Tax Fund (EDIT)

The Economic Development Income Tax (EDIT or CEDIT) was authorized by the Indiana General Assembly in 1987 to provide funding for local economic development projects that increase local employment opportunities and/or attract or retain businesses. It is one of the few Local Option Income Taxes (LOIT) authorized to allow Indiana counties a revenue source for local governments. Indiana is one of only a few states that allow LOITs to be approved by counties. With property tax cap provisions, many Indiana counties have increased the utilization of local income taxes.



Office of Community and Rural Development (OCRA)

Community Development Block Grant (CDBG)

Wastewater and Drinking Water Program

Many communities in Indiana struggle with inadequate water supply and failing wastewater treatment. OCRA is committed to improving the quality of water and wastewater in Indiana and assisting in financing appropriate water and sewer infrastructure for communities and counties that have planned and set priorities for long-term development.

The goals of the Wastewater and Drinking Water (DWD) program are:

- Protect the health and environment
- Reduce utility rates for low-to-moderate income communities
- Improve rural infrastructure to enable long-term economic growth

Grant amounts for communities with existing systems will be based on the current rates at the time of application and grant amounts for communities constructing new systems will be based on a verified rate study included in a Preliminary Engineering Report (PER). The amount of CDBG funds granted will be based on a \$5,000 cost per project beneficiary. Maximum grant amounts are based upon user rate information. A local match of **20%** of the total project cost will be required for consideration of funding.

General types of activities that are eligible for WDW funding:

- Wastewater Improvements (collection lines, treatment plant, etc.)
- Drinking Water System Improvements (water tower, distribution)

Stormwater Improvements Program

Property owners in many communities across the state of Indiana suffer from flooded property and sewer backups due to inadequate stormwater management. Flooding is expensive to clean up, depresses property values, and degrades water quality. With increasingly severe weather and overloaded sewer systems, experts say the cost will continue to rise.

The goals of the Stormwater Improvements Program are to:

- Reduce flooding
- Cut stormwater treatment and energy costs
- Protect rivers, lakes, and vital landscape
- Generate jobs and spur economic revitalization

A maximum grant award of \$600,000 is in effect for all Stormwater Improvements projects. The maximum award is not intended to serve as a target figure for requests for grant assistance. OCRA will review the level of grant assistance requested and will consider the appropriateness of the project's scope, the level of demonstrated need and the financial resources of the applicant. If OCRA determines that a lesser amount is appropriate, it may be necessary to revise the project before it is submitted in final form. A local match of 10% of the total project cost will be required for consideration of funding.



The amount of CDBG funds granted will be based on a \$5,000 cost per project beneficiary. General types of activities that are eligible for SIP funding include stormwater improvements (retention, lines, etc.)

Public Facilities Program

Community facilities enhance the lives of residents in numerous ways. Libraries, museums, community centers, and performance spaces open doors to knowledge and ideas, culture, and enjoyment. In addition to community facilities, historic preservation projects are eligible for PFP. The goals of our Public Facilities Program are to:

- Improve quality of place
- Generate jobs and spur economic revitalization

A maximum grant award of \$500,000 is in effect for all Public Facility projects. The maximum award is not intended to serve as a target figure for requests for grant assistance. OCRA will review the level of grant assistance requested and will consider the appropriateness of the project's scope, the level of demonstrated need and the financial resources of the applicant. If OCRA determines that a lesser amount is appropriate, it may be necessary to revise the project before it is submitted in final form. A local match of 10% of the total project cost will be required for consideration of funding.

The amount of CDBG funds granted will be based on a \$5,000 cost per project beneficiary. General types of activities that are eligible for PFP funding include:

- Removal of architectural barriers for ADA accessibility
- Community centers
- Daycare centers
- Facilities for special needs groups
- Fire/EMS stations
- Healthcare centers
- Historic preservation
- Learning centers
- Libraries
- Senior centers
- Youth center

Planning Grants

Planning grants are accepted to assist with project planning needs. All requirements in the CDBG programs previously mentioned also apply for the Planning Grant program. Eligible applicants can receive up to \$50,000 for planning functions.



Owner Occupied Rehab Program

The goal of the program is to encourage communities to create a program by which low-moderate income residents can apply for funds to repair their primary residences. Communities interested in starting a program for basic rehabilitation of residential homes are encouraged to apply. To be considered, projects must demonstrate the following:

- They meet a goal of the Federal Act;
- CDBG funds may be used to assist existing homeowners with the repair, rehabilitation, or reconstruction of owner occupied units.
- The funds granted will have a significant impact on the overall project;
- The community has demonstrated a strong commitment to the project and its sustainability; and
- The project is ready to proceed upon grant award and will be completed within 12 months after grant award.

Eligible Rehabilitation Activities

The following list identifies the general types of eligible rehabilitation activities communities may offer with their Owner Occupied Rehab Programs. The list is not all-inclusive. Eligible activities include:

1. Rehabilitation of these activities of privately own residences:
 - a. Roof repair or replacement
 - b. ADA accessibility up to the threshold of the home
 - c. Heating and cooling replacement
 - d. Lighting and electrical upgrades
 - e. Water heater replacement

2. Grant Administration

Main Street Revitalization Program

The Indiana Office of Community and Rural Affairs assists Indiana's rural residents in their endeavors to create successful, sustainable communities and improve local quality of life. The goal of this grant is to encourage communities with eligible populations to focus on long-term community development efforts. This can take the form of business creation, increased tourism, historic preservation, and other economic revitalization efforts.

MSRP grant applicants must meet the following prerequisites:

- Have a designated Indiana Main Street organization;
- The Main Street organization is in good standing for meeting all the reporting requirements;
- The Main Street organization has attended required workshops associated with the Indiana Main Street Program during the past year;



- The Main Street organization is functioning within the Main Street 4 Point Approach of Organization, Design, Economic Vitality, and Promotion;
- The Main Street organization has current work plans for each of the four points that have been submitted to Indiana Main Street;
- The Main Street organization has a business recruitment/retention plan
- The project must be part of the Main Street organization’s overall strategy;
- The Community has completed a downtown revitalization plan within the past five years that meets OCRA’s minimum technical requirements. If a community has an alternative plan that meets OCRA’s minimum technical requirements for a downtown revitalization plan, they can use that alternative plan with approval from the CDBG Program Director.

A maximum grant award of \$600,000 is in effect for all Main Street Revitalization projects. The maximum award is not intended to serve as a target figure for requests for grant assistance. OCRA will review the level of grant assistance requested and will consider the appropriateness of the project’s scope, the level of demonstrated need and the financial resources of the applicant. If OCRA determines that a lesser amount is appropriate, it may be necessary to revise the project before it is submitted in final form. A local match of **20%** of the total project cost will be required for consideration of funding.

The amount of CDBG funds granted will be based on a \$5,000 cost per project beneficiary. General types of activities that are eligible for MSRP funding include:

- Updating streetscapes
- Façade renovations
- Downtown infrastructure rehabilitation

Blight Clearance Program

The Blight Clearance Program (BCP) encourages communities with blighted properties to focus on long-term community development and revitalization through improving quality of place, generating jobs, and spurring economic revitalization. Eligible projects include the removal of deteriorated or abandoned downtown buildings or vacant/unusable industrial sites. The new program was a component of the 2018 Annual Action Plan that was accepted by the U.S. Department of Housing and Urban Development in July.

BCP applicants may request funds of up to \$500,000 over a period of time. The \$500,000 may be divided into multiple grants over time or may be requested all at once. However, once a grantee has received BCP awards totaling \$500,000, the community will not be considered for additional BCP funding for a period of five years following the closeout date of the most recent award. For example, a community may be awarded \$200,000 on 8/31/18, \$150,000 on 3/31/20, and \$150,000 on 7/30/21. At that point, the community would not be considered for further BCP funding until 7/30/27, five years after the closeout date of the most recent award (7/30/22).



Funding for BCP comes from the U.S. Department of Housing and Urban Development's Community Development Block Grant program (CBDG) and is administered by OCRA.

For more information, contact:

Indiana Office of Community and Rural Affairs
Community Development Block Grant Program
One North Capitol, Suite 600
Indianapolis, Indiana 46204

(317) 232-1703, (800) 824-2476

Indiana Housing and Community Development Authority (IHCDA)

CreatINg Places funding program in association with Patroncity is funding to help improve and/or create new public spaces around the great state of Indiana.

Contact:

IHCDA
30 South Meridian Street, Suite 1000
Indianapolis, IN 46204

Phone: 317-232-7777

www.in.gov/ihcda

www.patroncity.com/creatingplaces#/

Indiana Trails Program (ITP) Grant Program

What is the Indiana Trails Grant Program?

The Indiana Trails Program (ITP) program formerly known as the Recreational Trails Program (RTP) is a matching assistance program that provides funding for the acquisition and/or development of multi-use recreational trail projects. Both motorized and non-motorized projects may qualify for assistance. The assistance program is sponsored by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Where are funds from?

The ITP funding represents a portion of the revenue received by the Federal Highway Trust Fund from the federal motor fuel excise tax paid by users of off-road recreational vehicles such as snowmobiles, off-road motorcycles, all-terrain vehicles, and off-road light trucks. These monies are made available from Indiana's share of funds from the Transportation Equity Act of the 21st Century (TEA-21).



How is funding received?

The project sponsor will not receive a cash grant at the time of project approval. Instead, the sponsor must pay the bills and then be reimbursed for a maximum of 80% of the expenses incurred for the project according to the terms of the project agreement. In most cases, reimbursement is not permitted for work that takes place prior to project approval.

What are local sources of funding?

At the time of application the project sponsor must have at least 20% of the total project cost available. The local share may include tax sources, bond issues, Community Development Funds, Farmers Home Administration Loans, or force account contributions. The donated value of land, cash, labor, equipment, and materials may also be used.

Grant funding amounts.

The IT program will provide 80% matching reimbursement assistance for eligible projects. Applicants may request grant amounts ranging from a minimum of \$50,000 up to a maximum of \$250,000. Applications are available online or from the Division of Outdoor Recreation. Applications are due back in our office by March 1.

Who is eligible?

All units of government and agencies incorporated as not-for-profit corporations are eligible to participate.

Who administers the program?

The Governor of Indiana has designated the Indiana Department of Natural Resources through its Division of Outdoor Recreation to administer the program.

What types of projects may be funded?

Projects will be eligible if they provide public access to trails. Funds from IT can be used for:

- Maintenance and restoration of existing trails
- Development and rehabilitation of trailside, trailhead facilities, and trail linkages
- Purchase and/or lease of trail construction and maintenance equipment
- Construction of new trails with the restrictions for new trails on Federal lands
- Acquisition of easement or property for trails
- Operation of educational programs to promote safety and environmental protection related to trails (limited to 5% of State's funds)
- Providing stream and river access sites
- Construction of bridges, boardwalks and crossings
- Signage
- Construction of equestrian facilities
- Building of sanitary facilities and other support facilities (e.g., water fountains, shelter, etc.)



All facilities should be universally designed to accommodate all people. Facilities, programs and activities funded through this program must be open to the public without discrimination on the basis of race, color, national, origin, age or handicap.

How do I apply?

The IT manual online serves as the guidelines and application. Please use this document to complete your application. The appendix has all the forms needed to apply. If you want to know more about the IT grant or want to discuss potential projects, contact:

Division of Outdoor Recreation
Indiana Department of Natural Resources
402 West Washington Street, Room 271
Indianapolis, Indiana 46204-2782
(317) 232-4070; fax (317) 233-4648

NextLevel Trails

Eligible Applicants: Local units of government or 501(c)(3) non-profit organizations. One application per applicant per round. If awarded, the applicant will enter into a State Grant Agreement and must take responsibility for all aspects of the project through completion. Applicants acting in a fiscal pass-through capacity only are not eligible. Additionally, the applicant must fulfill at least one of the following roles:

- Own (or acquire) the trail corridor
- Manage and maintain the trail once developed
- Oversee and manage trail construction through completion

Eligible Projects: All non-motorized trail types are eligible, but consideration will be given to multi-use trail types. All surface types are eligible and should meet contextual needs. All trails must be open to the public.

Eligible Costs: Trail construction (including upgrading surface type), land acquisition, design and engineering, and basic trail amenities. All eligible costs must occur within contract period.

Match Requirement: All grant requests require a minimum 20% match. Consideration will be given to projects exceeding 20%.

Eligible Match: Monetary contributions, land value, and in-kind donations of materials and labor.

Project Evaluation: Eligible projects will be evaluated by the Next Level Trails rating committee staffed by multiple State agencies. Applications will be evaluated based on the following:



Preference given to:

- Projects that connect multiple cities, towns or counties.
- Projects that further the completion of the State Visionary Trail System (*regionally significant projects only*).
- Projects that connect schools, parks, neighborhoods, commercial centers or local attractions (*locally significant projects only*).
- Projects that connect or extend existing trails.
- Projects that maximize partnerships.
- Projects that are part of an existing regional, local, or comprehensive plan.
- Projects on an accelerated timeline.

Consideration given to:

- Projects offered in collaboration with another Next Level Trails applicant.
- Projects that are a part of a national or multi-state trail system (*regionally significant projects only*).
- Projects that connect trail users to nature (locally significant projects only).
- Projects in counties considered deficient in trail miles per capita (*locally significant projects only*).
- Projects that provide access to a population not currently within a 5-mile radius of a trail.
- Projects that develop the most miles of trail.
- Projects that accommodate multiple types of trail uses.
- Statewide distribution of NLT funds.
- Projects that exceed the minimum 20% match requirement.

Project Timeline: Grant recipients sign a contract with DNR, and projects are expected to be completed within a 4- year contract period. Preference will be given to projects on an accelerated timeline. Grant recipients will be awarded funds upfront based on major project milestones, including design and engineering, land acquisition and construction.

Grant Rounds: NLT funds will be awarded in three rounds until all funds have been allocated.

Grant Amounts:

Regionally Significant Projects Allocation: \$70 million

Locally Significant Projects Allocation: \$20 million

Minimum Request:

Regional: \$250,000 Local: \$200,000

Maximum Request:

Regional: \$5 million per applicant Local: \$2 million per applicant



If you want to know more about the NextLevel Trails grant or want to discuss potential projects, contact:

Division of Outdoor Recreation
Indiana Department of Natural Resources
402 West Washington Street, Room 271
Indianapolis, Indiana 46204-2782
(317) 232-4070; fax (317) 233-4648

National Road Heritage Trail (NRHT)

NRHT, Inc. was launched in June 2004 to support the cross-Indiana multi-use trail project, envisioned to stretch 160 miles from the Illinois state line near Terre Haute to the Ohio state line near Richmond using the former Pennsylvania and Vandalia rail corridors, where possible, and closely following the Historic National Road for much of its route.

NRHT, Inc. is a 501(c)(3) not-for-profit volunteer group consisting of trail and National Road enthusiasts across the state whose objective is to promote and facilitate development of the trail.

Who will Build, Own and Manage the Trail?

It is anticipated that local communities and individual counties will develop and maintain the trail as pieces of their transportation and linear park systems. State agency involvement, such as INDOT or Indiana Dept of Natural Resources, will also be encouraged. In addition, NRHT, Inc will provide 501(c)(3) services and hold property, assets, and trail liability insurance where local options are not available in order to help local organizations construct and manage sections of trail.

How will the Trail be funded?

NRHT, Inc. will work with local communities to apply for funding for trail segment construction via various federal, state, and private grant programs. As the 501(c)(3) partner, NRHT, Inc will manage private donations and grants for local organizations where other local options are not available.

Community Forestry Grant Programs

Trees make our communities better places to live and work. Cities, towns and non-profit organizations can receive funding to enhance urban trees and forests. The Indiana DNR, Division of Forestry offers four grant programs that help improve, protect, maintain and increase the number of trees in Indiana communities. This federal and state funding is provided on an annual basis by the Indiana Department of Natural Resources and the U.S.D. A. Forest Service Grantees must match the grant with an in-kind and/or monetary match. A brief description of each program follows. Grant applications are available three months prior to the application deadline.



For more information about urban forestry grants, contact:

Division of Forestry
Community & Urban Forestry Program
402 W. Washington, Rm W296
Indianapolis, IN 46204
Phone: 317-234-6568
E-mail: urbanforestry@dnr.IN.gov

Community Oriented Policing Services (COPS)

The Office of Community Oriented Policing Services (COPS Office) is the component of the U.S. Department of Justice responsible for advancing the practice of community policing by the nation's state, local, territorial, and tribal law enforcement agencies through information and grant resources.

Community policing begins with a commitment to building trust and mutual respect between police and communities. It is critical to public safety, ensuring that all stakeholders work together to address our nation's crime challenges. When police and communities collaborate, they more effectively address underlying issues, change negative behavioral patterns, and allocate resources.

The COPS Office awards grants to hire community policing professionals, develop and test innovative policing strategies, and provide training and technical assistance to community members, local government leaders, and all levels of law enforcement.



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APPENDIX C:

Pavement Asset Management Plan



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Table of Contents

- **Introduction**
- **Objectives and Measures**
- **PASER Rating System**
- **Road Asset Inventory**
- **Proposed Treatments and Cost Estimates**
- **Functional Classification Map**
- **Amo PASER Map**



Introduction

The Town of Amo is located in Clay Township, Hendricks County, Indiana. Amo is home to approximately 495 residents (2022 estimate), a park, a general store, the Vandalia Trail, and several churches. The major highways that provide access to the Town of Amo include I-70, U.S-40, S.R-39, and S.R-75.

Objectives and Measures

The objectives and measures section outlines performance goals, expected level of service of pavements, defines the rating system, and describes the work plan for pavement maintenance. Many communities across the United States have realized that an effective preventative maintenance program is the most economical way to sustain the condition and prolong the life of their street system.

Pavement management is routine work performed to maintain pavement as close to its as-built condition for as long as possible. Maintenance includes crack filling, thin overlays, and repairing localized broken areas and base failures. Conversely, pavement rehabilitation strengthens or replaces existing pavement, rather than preserving it, and includes resurfacing and reconstruction. Each town-maintained street in Amo was evaluated by measuring pavement width and length of the pavement section, noting the type of pavement and each occurrence of pavement defects.

Agency Performance Goals, and Expected Level of Service for Pavements

The Town of Amo is prepared to use this document as a guideline for yearly pavement maintenance and preservation. The Town of Amo will follow any suggestions, or requirements put forth now, or in the future by LTAP and INDOT. The Town of Amo wishes to maintain a PASER rating of seven or greater by the end of this five-year asset management plan.



Rating System Used

Kieser Consulting Group, LLC, staff used the PASER rating system to evaluate the Town of Amo's street and roadway system. The Pavement Surface Evaluation and Rating (PASER) system is a visual method, based on transportation planning and engineering principles, for evaluating the condition of pavement surfaces. The method was formally developed by the University of Wisconsin, Transportation Information Center specifically for local road agencies. Roadways rated with the PASER system are rated on a scale of 1 – 10. Ten being less than a year-old, reconstructed road, and a one being a road that has failed or is in severe condition.

Process Used to Develop a Work Plan

Kieser Consulting Group, LLC, staff attended the PASER Training & Asset Management workshop hosted by LTAP. This workshop provided Kieser Consulting Group, LLC staff a detailed overview of the PASER pavement condition evaluation method. The workshop provided attendees with the basics of asset management, along with an introduction to the INDOT-approved asset management plans for bridges and pavement.

Kieser Consulting Group, LLC, staff collected field data using the techniques learned during the LTAP workshop. This data was used to prepare a pavement asset management plan in conjunction with the Town of Amo.

Monitoring Program, and Plan for Making Updates and Adjustments

The Town of Amo will use their maintenance department to maintain the roads within their jurisdiction. Kieser Consulting Group, LLC, will update, and adjust the pavement asset management plan as needed. Kieser Consulting Group, LLC, is prepared to act as a consultant where deemed feasible by the Town of Amo for this project.

Drainage and ROW Conditions

Drainage shall be described as fair to good in most areas. Any drainage issues documented in the Pavement Asset Inventory were considered minor, often due to vegetation growth



alongside the pavement. The Town of Amo had no documented right of way issues with regard to the pavement asset management plan.

PASER Rating System

The **PASER** scale is a 1-10 rating system for road pavement condition developed by the University of Wisconsin-Madison Transportation Information Center. PASER uses visual inspection to evaluate pavement surface conditions. When assessed correctly, PASER ratings provide a basis for comparing the quality of roadway segments. The PASER assessment method does not require measurements of individual distresses, and thus PASER ratings cannot be disaggregated into measurements of specific distress types. The advantage to this method is that roads may be assessed quickly, possibly even by "windshield survey." A primary disadvantage is that because PASER ratings cannot be disaggregated into component distress data, the metric cannot be used in mechanistic-empirical transportation asset management programs. Numerical PASER ratings are translatable to condition categories and prescribed treatment options, as shown below.

Quality	Rating	Treatment (<u>Asphalt</u>)	Treatment (<u>PCC</u>)
Excellent	9-10	No maintenance required	No maintenance required
Good	7-8	Crack sealing and minor patching	Routine maintenance
Fair	5-6	Preservation treatments (non-structural)	Surface repairs, partial-depth patching
Poor	3-4	Structural renewal (overlay)	Extensive slab or joint rehabilitation
Failed	1-2	Reconstruction	Reconstruction



Road Asset Inventory

Roadway	From	To	Length	Width	# Lanes	Surface Type	Rating	Year Rated	Functional Classification
Church St.	Pearl St.	Walnut St.	0.06	20	2	asphalt	10	2022	Local
Church St.	Walnut St.	East St.	0.08	20	2	asphalt	5	2022	Local
Church St.	Pearl St.	N Vine St.	0.208	20	2	asphalt	3	2022	Local
South St.	S County 525 W Rd.	East St.	0.364	20	2	asphalt	7	2022	Major Collector
Railroad St.	N West St.	Walnut St.	0.121	19	2	asphalt	10	2022	Local
Main St.	Dead End	Dead End	0.278	15	2	asphalt	5	2022	Local
W Sycamore St.	Pearl St.	West St.	0.123	18	2	asphalt	5	2022	Local
W North St.	Dead End	Dead End	0.183	12	2	asphalt	4	2022	Local
W School St.	N Vine St.	N Pearl St.	0.068	20	2	asphalt	10	2022	Local
450 S.	N Pearl St.	Town Limits	0.31	20	2	asphalt	7	2022	Local
Pearl St.	W County Ro 425 S	W County 450 S Rd.	0.24	20	2	asphalt	5	2022	Major Collector
Pearl St.	South St.	Church St.	0.07	20	2	asphalt	10	2022	Major Collector
Pearl St.	Church St.	Town Limits	0.08	20	2	asphalt	10	2022	Major Collector
Pearl St.	W County Ro 450 S	School St.	0.23	20	2	asphalt	10	2022	Major Collector
Pearl St.	School St.	South	0.27	20	2	asphalt	5	2022	Major Collector
East St.	Dead End	W County 500 S Rd.	0.1	20	2	asphalt	4	2022	Local
Walnut St.	Church St.	W County 500 S Rd.	0.216	20	2	asphalt	10	2022	Local
Walnut St.	Railroad St.	Walnut St.	0.216	20	2	asphalt	4	2022	Local
N Vine St.	Church St.	W School St.	0.311	19	2	asphalt	10	2022	Local
N West St.	Railroad St.	W Sycamore St.	0.126	10	2	asphalt	5	2022	Local
S County 525 W Rd.	South St.	Town Limits	0.5	20	2	asphalt	7	2022	Local



Proposed Treatments and Cost Estimates (2022)

Year	Rating	Treatment Used	Estimated Cost per Mile	Estimated Miles	Estimated Cost
2025	3	Mill and Overlay - 2"	\$135,000.00	0.208	\$28,080.00
	4	Mill and Overlay - 2"	\$135,000.00	0.183	\$24,705.00
	4	Mill and Overlay - 2"	\$135,000.00	0.316	\$42,660.00
			Totals	0.707	\$95,445.00
2026	5	Overlay - 2"	\$115,000.00	0.08	\$9,200.00
	5	Overlay - 2"	\$115,000.00	0.396	\$45,540.00
	5	Overlay - 2"	\$115,000.00	0.401	\$46,115.00
			Totals	0.877	\$100,855.00
2027	5	Overlay - 2"	\$150,000.00	0.24	\$36,000.00
	7	Crack Seal	\$19,000.00	1.174	\$22,306.00
	10	Crack Seal	\$19,000.00	1.156	\$21,964.00
			Totals	2.57	\$80,270.00

RESOLUTION NO. 2023-005

A RESOLUTION APPROVING THE CAPITAL IMPROVEMENT PLAN FOR CALENDAR YEARS 2023-2027.

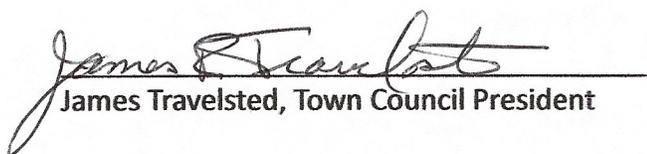
WHEREAS, a Capital Improvement Plan has been prepared which defines the capital projects proposed to be undertaken by the Town over the ensuing five years; and

WHEREAS, on August 3, 2023, the Capital Improvement Plan was presented to the Town Council for review and prioritization.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF AMO, INDIANA:

That the Amo Town Council hereby approves the Capital Improvement Plan for calendar years 2023-2027 as the Town's list of capital projects proposed to be undertaken by the Town over the coming five years, with the understanding that implementation of any project listed in the Capital Improvement Plan is subject to budget appropriation.

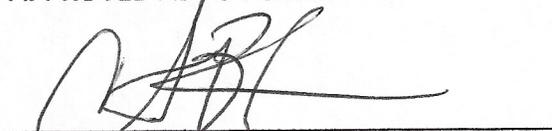
PASSED by the Town Council of the Town of Amo, Indiana this 3 day of August, 2023


James Travelsted, Town Council President

ATTEST:


Barb Strahl, Clerk-Treasurer

APPROVED AS TO FORM:


Matthew Burket, Town Attorney