



April 17, 2024
9:00 am – 11:00 am

MIBOR Realtor Association
1912 N. Meridian Street
Indianapolis, IN 46202

MEETING AGENDA

- | | | |
|----------------------------|-------------------|--------|
| 1. Welcome & Introductions | Mayor Myers, IMPO | 5 min. |
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ITEMS FOR APPROVAL

- | | | |
|--|------------------------|--------|
| 2. Minutes from February 21, 2024 Policy Committee Meeting | Mayor Myers, IMPO | 5 min. |
| 3. Metropolitan Transportation Plan (MTP) Amendment | Jen Higginbotham, IMPO | 5 min. |
| a) Memo | | |
| b) Resolution # 24-IMPO-008 | | |

FOR PUBLIC HEARING

- | | | |
|--|-----------------------|---------|
| 4. Indianapolis Regional Transportation Improvement Program (TIP) SFY 2027 Project Recommendations | Kristyn Sanchez, IMPO | 20 min. |
| a) Memo | | |
| b) Resolution #24-IMPO-005 | | |

FOR PUBLIC HEARING

- | | | |
|--|--------------------|--------|
| 5. 2024-2027 Indianapolis Regional Transportation Improvement Program (TIP) Amendments | Cole Jackson, IMPO | 5 min. |
| a) Memo | | |
| b) Resolution #24-IMPO-006 (exempt) | | |

FOR PUBLIC HEARING

- c) Resolution #24-IMPO-007 (non-exempt)

FOR PUBLIC HEARING

- | | | |
|----------------------------|------------------------------------|---------|
| 6. IMPO Local Match Dues | Sean Northup / Andrea Miller, IMPO | 10 min. |
| a) SS4A Grant Update | | |
| b) PL Funding Formula | | |
| c) Resolution #24-IMPO-010 | | |

STATUS UPDATES

- | | | |
|---|-----------------------|--------|
| 7. TIP 2024 Annual Allocation Status Update | Kristyn Sanchez, IMPO | 5 min. |
|---|-----------------------|--------|

OTHER BUSINESS

- | | | |
|--|---------------------|--------|
| 8. Other Items of Business | | |
| a) Functional Classification Update - Application due June 3, 2024 | Anna Gremling, IMPO | 5 min. |
| 9. Adjournment | Mayor Myers, IMPO | 1 min. |

**Indianapolis Metropolitan Planning Organization
Transportation Policy Committee Meeting Minutes
February 21, 2024
9:00 a.m.
MIBOR 1912 N Meridian St, Indianapolis, IN 46202**

Committee Members

✓= Present (blank) = Absent

✓	Boone County	Tim Beyer		City of Lawrence	Deb Whitfield
✓	Hancock County	Gary Pool	✓	Town of McCordsville	Tim Gropp
✓	Morgan County	Justin Schneck		Town of Mooresville	Mark Mathis
✓	Hamilton County	Mark Heirbrandt		Town of New Palestine	Stephen Pool
✓	Hendricks County	Eric Wathen	✓	City of Noblesville	Matt Light
✓	Johnson County	Daniel Johnston	✓	Town of Pittsboro	Steve Maple
	Shelby County	Desiree Calderella	✓	Town of Plainfield	Andrew Klinger
✓	Town of Avon	Ryan Cannon		City of Southport	Jim Cooney
✓	Town of Bargersville	Dan Cartwright	✓	Town of Speedway	Grant Kleinhenz
✓	City of Beech Grove	James Coffman		City of Westfield	Andrew Cook
	Town of Brooklyn	Karen Howard		Town of Whiteland	Kevin McGinnis
	Town of Brownsburg	Aaron Kaytar	✓	Town of Whitestown	Todd Barker
✓	City of Carmel	Sue Finkam	✓	Town of Zionsville	Lance Lantz
	Town of Cicero	Chad Amos	✓	IndyGo	Ryan Wilhite
✓	Town of Cumberland	Ben Lipps	✓	CIRTA	Christine Altman
✓	Town of Danville	Mark Morgan	✓	INDOT	Jennifer Beck
✓	City of Fishers	Hatem Mekky		Indianapolis Airport Authority	Drew Genneken
✓	City of Franklin	Steve Barnett		Ports of Indiana	Jody Peacock
✓	City of Greenfield	Guy Titus	✓	FHWA	Erica Tait
✓	City of Greenwood	Mark Myers		FTA	Cecilia Crenshaw
✓	City of Indianapolis	Brandon Herget		IDEM	Shawn Seals

Others Present

Anna Gremling – Indianapolis MPO	Sean Northup – Indianapolis MPO
Jen Higginbotham – Indianapolis MPO	Cole Jackson – Indianapolis MPO
Annie Dixon – Indianapolis MPO	Kristyn Sanchez – Indianapolis MPO
Michael McBride – American Structurepoint	Nick Parr – Boone County
David Krieg - CIRTA	Tami Houston - Fishers
Mark St. John – Greenwood	James Rinehart – Corradino Group
Kate Zale - EMCS	Scott Hornsby - GAI
Nicole Black - GAI	Marsha Craney Blevins – GAI
Nathan Sheets – Indianapolis	Helen Hetler - IndyGo
Stephanie Campbell – Resolution Group	Julia Surber – VS Engineering
Kayleigh Carrier - INDOT	Steve Moore - Avon

1. WELCOME

Anna Gremling called the meeting to order and asked members to introduce themselves.

ITEMS FOR APPROVAL

2. PRESIDING CHAIRPERSON

Anna Gremling asked if anyone was willing to serve as presiding chair. Mark Myers stated he would serve in that capacity.

Member	Result	Member	Result	Member	Result
Boone County	Approve	Town of Cumberland	Approve	Town of Pittsboro	Approve

Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
City of Carmel	Approve

Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
City of Noblesville	Approve

Town of Plainfield	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Christine Altman moved to approve the Mark Myers as presiding chair
Mark Heirbrandt seconded the motion. A voice vote was conducted.
Mark Myers was approved as presiding chair.
MOTION PASSES.

3. MINUTES FROM OCTOBER 18, 2023 POLICY COMMITTEE MEETING

Myers informed the committee about the October 18, 2023 meeting minutes, asked for corrections, and heard none.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
City of Carmel	Approve

Member	Result
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
City of Noblesville	Approve

Member	Result
Town of Pittsboro	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Brandon Herget moved to approve the minutes
Mark Heirbrandt seconded the motion. A voice vote was conducted.
The October 18, 2023 Transportation Policy Committees Minutes were approved.
MOTION PASSES.

4. MINUTES FROM DECEMBER 6, 2023 JOINT COMMITTEES MEETING

Myers informed the committee about the December 6, 2023 meeting minutes and asked for corrections. Ryan Wilhite stated a correction to the spelling of Jennifer Pyrz’s name.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
City of Carmel	Approve

Member	Result
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
City of Noblesville	Approve

Member	Result
Town of Pittsboro	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Abstain
INDOT	Approve

Mark Heirbrandt moved to approve the minutes
Gary Pool seconded the motion. A voice vote was conducted.
The December 6, 2023 Joint Transportation Committees Minutes were approved.
MOTION PASSES.

5. IMPO EXECUTIVE COMMITTEE ELECTIONS

Anna Gremling stated we would elect a handful of people for the Executive Committee. **Gremling** stated there are staggered terms with elections by class. **Annie Dixon** stated the Executive Committee has 9 members sorted by class. **Dixon** stated they meet monthly and are responsible for certain actions including financial approvals. **Dixon** stated there are end-of-terms that need to be filled and vacancies due to Mayor Cook. **Dixon** gave a presentation explaining the election process for electing new members and a new Chair. Following the presentation **Gremling** stated additional nominees are possible if anyone is interested. **Gremling** stated Executive Committee tasks include many administrative functions, but transportation-related items are before the Transportation Policy Committee. **Gremling** opened the written vote process and stated results would be tallied and presented.

6. Q1 2024 AMENDMENTS TO THE INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (IRTIP)

Cole Jackson introduced amendments to the Transportation Improvement Program. **Jackson** stated there were 3 local amendments and 23 INDOT amendments. **Jackson** stated this went out for public comment and no comments were received. **Jackson** explained updated modification and amendment procedures.

Mark Myers opened the public hearing, heard no comments, and closed the public hearing at 9:20.

Kristyn Sanchez gave an overview spend down for the year and stated the IMPO received an additional pot of funds from INDOT. Sanchez stated we created a new spend-down strategy based on 13 projects that had cost increases and resulted in federal participation at less than 70/30 to bring those up to 70/30. **Anna Gremling** stated if federal funds are still left, we could pull forward purchases for busses, pull forward funding for CIRTAs vanpool program, the transfer of CE funds, and some built-in funding flexibility (though projects must go forward to letting by September).

Gremling stated we released recommendations for fiscal year 2027. **Gremling** stated the federal funds exchange program is only for 2025 and 2026. **Gremling** stated that new INDOT discussions led to INDOT stating they would not move forward with a contract for all funds for federal exchange and would move forward without two key funding programs (carbon reduction and transportation alternatives). INDOT stated they cannot spend those funds and they are concerned about long-term fiscal viability. **Gremling** stated she hopes to have answers to the viability of 2028 programming in the next month or two. Sanchez stated the recommendations have gone out.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
City of Carmel	Approve

Member	Result
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
City of Noblesville	Approve

Member	Result
Town of Pittsboro	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Mark Heirbrandt moved to approve Resolution #24-IMPO-003
Justin Schneck seconded the motion. A voice vote was conducted.
 Resolution #24-IMPO-003 was approved.
 MOTION PASSES.

7. INTELLIGENT TRANSPORTATION SYSTEM / TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS

Anna Gremling stated a presentation was available, but she would recommend approving based on the recommendation of the Transportation Technical Committee or postponing until the next meeting due to the length of this meeting.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve

Member	Result
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve

Member	Result
Town of Pittsboro	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve

Town of Bargersville	Approve
City of Beech Grove	Approve
City of Carmel	Approve

City of Lawrence	Approve
Town of McCordsville	Approve
City of Noblesville	Approve

INDOT	Approve

Gary Pool moved to approve Resolution #24-IMPO-002
Ryan Wilhite seconded the motion. A voice vote was conducted.
 Resolution #24-IMPO-002 was approved.
 MOTION PASSES.

8. IMPO OFFICER ELECTIONS

Anna Gremling stated Mayor Steve Barnett had been elected for the Executive Committee City seat, Mayor James Coffman to the Excluded Cities Seat, Mark Heirbrandt to the County seat, and Ryan Cannon to the Town seat.

Anna Gremling stated Mayor Mark Myers expressed interest in serving as chair and Andrew Klinger expressed interest in continuing to serve as vice-chair. **Gremling** asked if any other members of the Executive Committee were interested in serving in the Chair role.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
City of Carmel	Approve

Member	Result
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
City of Noblesville	Approve

Member	Result
Town of Pittsboro	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Gary Pool moved to appoint Mayor Myers as Chair.
Andrew Klinger seconded the motion. A voice vote was conducted.
 MOTION PASSES.

9. CIRCLE 2050 METROPOLITAN TRANSPORTATION PLAN

Anna Gremling asked for a motion to untable this agenda item.

Gary Pool moved to untable the MTP agenda item
Andrew Klinger seconded the motion. A voice vote was conducted.
 MOTION PASSES.

Jen Higginbotham stated the Metropolitan Transportation Plan (MTP) is a federally required document and is approved by the Transportation Policy Committee. It includes goals and objectives, public feedback, demographic and job data, and goals for funding for the TIP. It also includes scoring for capacity and air quality significant projects. **Higginbotham** stated there are five project types (roadway preservation, bridge preservation, bike and pedestrian, capacity expansion, transit and other) in the current MTP in relation to TIP funding. Higginbotham stated operations and maintenance is included for MTP fiscal constraint. **Higginbotham** stated after discussion with stakeholders and the committee staff is proposing separating intersections out of roadway preservation and making it a separate category.

Higginbotham gave an overview of current goals for funding, public outreach conclusions, steering committee suggestions, and sub-allocation and technical committee member suggestions. **Higginbotham** stated this item was tabled in December, re-discussed in January at a sub-allocation committee meeting, and proposals adjusted accordingly. **Higginbotham** stated allocations need to be determined to move forward with the rest of the project.

Higginbotham gave an overview of scoring used for selecting projects in the MTP which includes only expansion and regionally significant projects. **Higginbotham** gave an overview of public support, regional activity centers, safety improvements, and resiliency scoring methods. **Higginbotham** stated resiliency would be included in scoring and more information would be presented in the next agenda item.

Gremling clarified this vote is for the allocation of funding goals and the scoring criteria which includes the link to the Resiliency snapshot. **Ryan Cannon** asked about the MTP’s connection to the TIP and **Sean Northup** stated they are linked

as the MTP ranks capacity expansion projects and that rank affects capacity expansion scoring during TIP project selection. Tim Gropp questioned if the proposed reduction in points for expansion projects in Main Street Regional Activity Centers is only if the project is within such a center or if it is only touching it. **Higginbotham** stated the scoring could clarify that it only loses the points if is within the Main Street Regional Activity Center.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
City of Carmel	Approve

Member	Result
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
City of Noblesville	Approve

Member	Result
Town of Pittsboro	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Ryan Wilhite moved to Resolution #24-IMPO-004 amended so that projects lose points only if within Main Street Regional Activity Centers rather than touching Main Street Regional Activity Centers.
Christine Altman seconded the motion. A voice call was conducted.
 Resolution #24-IMPO-004 was approved as amended.
 MOTION PASSES.

10. RESILIENCY SNAPSHOT

Annie Dixon stated the Regional Resiliency Snapshot is being considered for approval. The project includes a risk-based assessment of transportation infrastructure, identification of resources, identification of threats to those resources, and recommendations. **Dixon** stated the documents relate to federal PROTECT funding sources and stated this document is meant to meet the requirements for reducing required local match if IMPO members apply for competitive PROTECT funding.

Dixon gave an overview of a grid system that was a risk-based assessment of road and bridge assets based on criticality (mobility and use, equity and people, and connectivity) and risk (extreme heat, winter storms, flooding, and tornados). **Dixon** stated these assets were then scored based on these factors to assess their risk from high-risk and high criticality to low-risk and low criticality.

Dixon stated the adoption of the Resiliency Snapshot and the integration of the asset ranking into MTP scoring are separate approvals before the board. **Higginbotham** stated there is a reduced local match for PROTECT funding if there is a link between the MTP and resiliency.

Eric Wathen asked for clarification on the risk scoring and disparities between the region. **Dixon** stated for flooding best available floodplain data and there are some differences between heat, tornado, and winter storm data at the county level based on available data. **Dixon** stated the threats for all of these are included in the risk score and that flood data is the most specific whereas the other risk inputs are county-level and include some variation between counties. **Christine Altman** asked about the criticality of the infrastructure and its relation to population and **Dixon** stated yes that was included in the criticality score. **Gary Pool** discussed concerns about urbanized area and functional class in the MTP scoring focusing on traffic making some scoring redundant. **Dixon** gave an overview of various options including a risk-only assessment and gave examples of vulnerability by threat. **Wathen** asked about federal funding impacts and **Gremling** responded there are still some federal requirements for funding and **Erica Tait** stated that if any federal funding is on a project it would still need to meet federal requirements regardless of the federal funds exchange. **Altman** asked if resiliency and the MTP had to be linked to be eligible for federal PROTECT funding and **Gremling** stated that it is not required but reduces the local match requirement. **Dixon** stated if a project is prioritized in a resiliency improvement plan and it is adopted it is a 7% reduction in match and an additional 3% reduction in match if the resiliency improvement plan is incorporated into the MTP.

Dixon stated there were changes to the scoring proposed by the Technical Committee relating to the criticality score. **Dixon** stated the Snapshot previously included different weighting for criticality scoring based on a public outreach activity and stakeholder engagement. **Dixon** stated that that weighting was (20% mobility, 60% equity & people, and 20% connectivity). **Dixon** stated that after discussions with the Transportation Technical Committee the Committee recommended that all the inputs are weighted equally (33.3% mobility, 33.3% equity & people, and 33.3% connectivity).

Dixon stated this item had gone out for public comment at 20/60/20, but no comments had been received. **Ryan Wilhite** gave an overview of the Technical Committee discussion.

Wilhite stated that the Technical Committee proposed even weighting and wanted to maintain a link between the MTP and the resiliency scoring. **Luke Mastin** stated the original weights were based on original public input but there were only a small number of people involved. **Altman** stated that infrastructure used by more people was more critical. **Mastin** stated he was concerned about whether people putting stickers on the board during the outreach exercise that impacted weighting understood the MTP. **Wilhite** stated despite the MPO’s efforts it was difficult to get feedback but there was additional feedback from the steering committee and members of the Technical Committee had an opportunity to be involved.

Gremling asked if there was a strong feeling about the next steps. **Altman** questioned the reasoning of even weighting. **Gremling** stated it was difficult to reach a consensus. **Mastin** expressed concern about the limited outreach responses. Members discussed the impacts of different weighting options on the scoring for their assets.

Dixon asked for a public hearing. **Mark Myers** opened for a public hearing, heard no comments, and closed the public hearing.

Pool made a motion to approve the Resiliency Snapshot amended so the criticality weighting is 30% mobility & use, 40% equity and people, and 30% connectivity. **Ryan Cannon** asked if 30%-40%-30% was staff’s recommendation and **Gremling** stated staff wanted to present options but the original 20%-60%-20% had been the most vetted by stakeholders. **Altman** expressed that the document’s original weighting was vetted and based on overall risk, impact of communities, and population which is how these assets should be analyzed, regardless of if members like their individual numbers.

Member	Result	Member	Result	Member	Result
Boone County	Approve	Town of Cumberland	Approve	Town of Pittsboro	Approve
Hancock County	Approve	Town of Danville	Approve	Town of Plainfield	Approve
Morgan County	Approve	City of Fishers	Approve	Town of Speedway	Approve
Hamilton County	Approve	City of Franklin	Approve	Town of Whitestown	Approve
Hendricks County	Approve	City of Greenfield	Deny	Town of Zionsville	Approve
Johnson County	Approve	City of Greenwood	Approve	IndyGo	Approve
Town of Avon	Approve	City of Indianapolis	Approve	CIRTA	Deny
Town of Bargersville	Approve	City of Lawrence	Approve	INDOT	Approve
City of Beech Grove	Approve	Town of McCordsville	Approve		
City of Carmel	Approve	City of Noblesville	Approve		

Gary Pool moved to Resolution #24-IMPO-001 amended so the criticality weighting is 30% mobility & use, 40% equity and people, and 30% connectivity.
Ben Lipps seconded the motion. A voice call was conducted.
 Resolution #24-IMPO-001 was approved as amended.
 MOTION PASSES.

ADJOURNMENT

Steve Barnett moved to adjourn the February 21, 2024 Transportation Policy Committee meeting.
Ben Lipps seconded the motion. A voice call was conducted.
 The February 21, 2024 Transportation Policy Committee meeting was adjourned.
 MOTION PASSES.



Memo

To: IMPO Transportation Committees
From: Jen Higginbotham
Date: March 25, 2024
Re: 2050 Metropolitan Transportation Plan Amendment #5

The MPO will be making an amendment to the 2050 Metropolitan Transportation Plan (MTP). This amendment will include changes to the projects below within the overall MTP project list. The document public review period is from April 1-15, 2024. The final draft of the full document will be available for public hearing and Transportation Policy Committee review and consideration for approval at the April 17, 2024 meeting. Comments received will be shared with the Committees. This amendment meets all requirements for transportation conformity.

Non-Exempt* amendments to be updated within the 2050 MTP List of Projects:

- Added Funds / Time Period Change: US 36 ATL – **INDOT** (Hendricks) – MTP # 4005 – DES # 1800203 – US 36 from Shiloh Crossing to Avon Ave from 4 to 6 lanes (3mi) – Added Travel Lanes – \$55,161,936 – Open to Traffic 2031 – Moved from “2020-2029 (E&C)” to “2030-2039”
- Added Funds / Time Period Change: US 421 Auxiliary Lanes – **INDOT** (Boone) – MTP # 1003 – DES # 2000076 – From 2.91 mi N of the N leg of I-465 to 2.86 mi S of SR 32 (2.8mi) – Auxiliary Lanes, Two-Way Left Turn Lanes – \$27,650,000 – Moved from “Illustrative*” to “2020-2029 (E&C)”
- New Project: US 36 ATL – **INDOT** (Hendricks) – MTP # 4007 – DES # 2300700 – US 36 from Corottoman Court to Shiloh Crossing Drive (1.5mi) – Widen from 5 to 6 lanes – \$27,037,500 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- New Project: Dan Jones Rd Widening – **Avon** – MTP # 4211 – IMPO # 2401FFE – Widen from 2 to 4 lanes from CR 150 S to Bradford Rd (0.5mi) – Existing Roadway Widening – \$9,293,250 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- New Project: County Line Rd Widening – **Indianapolis** – MTP # 6161 – IMPO # 2411FFE – Widen from 2 to 5 lanes from Depot to Woodcreek (0.4mi) – Existing Roadway Widening – \$30,260,000 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.

Other Non-Exempt* amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- **INDOT** – DES # 1800060 – SR 32 Auxiliary Lanes – From 3.69 mi W of SR 75 to 2.83 mi E of SR 75 (6.55 mi)
– Three (3) one-mile each passing lanes; a total of three miles of passing lanes
- As per routine procedure, the results of the Madison County Council of Governments (MCCOG)'s transportation demand model for Madison County will be / has been added to the IMPO's model results

If you have additional questions, please feel free to call me at 317.327.7587 or email Jen.Higginbotham@IndyMPO.org.

*Descriptions

- **Non-Exempt** = Capacity Expansion projects that are regionally significant, meaning they are likely to have the most impact on vehicle movements. These can include adding travel lanes to roadways, adding new major roadways, and transit projects with dedicated lanes.
- **Illustrative** = The MTP is required to fiscally constrain projects. That means that regional transportation revenues are projected, a goal for how much to spend on capacity expansion projects is set, and each MTP time period restricts the projects in it accordingly. Projects that don't make it into the three main time periods are added to the illustrative list, or a time period beyond 2050.
- **E&C** = The Existing and Committed list of projects. These projects are either under construction or set to move forward, with either IMPO funding, state funding (for INDOT projects), transit funding, or other grant funding (like RAISE or other).

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING CERTAIN ACTIONS**

Resolution Number 24-IMPO-008

WHEREAS, the Indianapolis Metropolitan Planning Organization (the “IMPO”) is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area (“Planning Area”); and

WHEREAS, the 2050 Metropolitan Transportation Plan is a 30-year, fiscally constrained vision for the region’s transportation goals, updated every four years; and

WHEREAS, changing conditions necessitate periodic updates of the MTP; and

WHEREAS, the proposed Amendment #5 to the 2050 MTP was made available for public comment, and comments received were provided to the Transportation Policy Committee; and

WHEREAS, the Transportation Improvement Program is consistent with the 2050 MTP; and

WHEREAS, the IMPO consulted with the Interagency Consultation Group and the IMPO anticipates, subsequent to Policy Board approval, the USDOT will find that the proposed Amendment #4 to the 2050 MTP meets transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93.

WHEREAS, the IMPO Transportation Policy Committee (“Policy Committee”), a committee of the IMPO, is the approval body for all transportation-related activities of the IMPO for the Planning Area under applicable U.S. Department of Transportation regulations; and

WHEREAS, it is the desire of the Policy Committee to authorize and approve certain actions as further set forth in this Resolution; and

NOW, THEREFORE, BE IT RESOLVED, by the Transportation Policy Committee of the IMPO as follows:

SECTION 1: That Amendment #5 to the 2050 MTP is hereby approved.

SECTION 2: That any prior action taken by the Executive Director or any staff necessary in connection with the items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

SECTION 3: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such

action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

SECTION 4: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 17th day of April 2024.

Mark Myers, Chair
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

Indianapolis Metropolitan Planning Organization 2050 Metropolitan Transportation Plan Amendment #5 – 2024Q2

*2050 Metropolitan Transportation Plan
2024-2027 Transportation Improvement Program*

April 17, 2024

- Draft -

Prepared by:
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Appendix A: Consultation Materials

Appendix B: 2050 MTP Replacement List of Projects/Cost

1. Transportation Conformity

Refer to the 2024-Q2 Transportation Conformity Determination Report for Central Indiana for required federal conformity determination for this Amendment #4 to the 2050 MTP.

This amendment to the 2050 Metropolitan Transportation Plan (MTP) includes:

- Indiana Department of Transportation (INDOT) project
- IMPO member projects

2. Background

The 2050 MTP is the IMPO's 30-year vision and plan for implementation of major regional projects. The IMPO works closely with all of its local public agencies (cities, towns, and counties), as well as INDOT, local transit operators, and other relevant agencies in creating the MTP. As projects are selected for federal funding they advance to implementation, at which point they are programmed into the IMPO's 4-year Transportation Improvement Program (TIP) for study, design, and construction, provided they attain environmental permits and other necessary clearances.

3. Public Review and Approval Process

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The 2050 MTP Amendment #5 was made available for public review and comment from April 1-15, 2024, and during a public hearing on April 17, 2024 during the IMPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

4. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

Amendment #5 to the 2050 MTP includes the following projects. See full updated table of 2050 MTP projects in Appendix B.

Non-Exempt amendments to be updated within the 2050 MTP List of Projects:

- Added Funds / Time Period Change: US 36 ATL – **INDOT** (Hendricks) – MTP # 4005 – DES # 1800203 – US 36 from Shiloh Crossing to Avon Ave from 4 to 6 lanes (3mi) – Added Travel Lanes – \$55,161,936 – Open to Traffic 2031 – Moved from “2020-2029 (E&C)” to “2030-2039”
- Added Funds / Time Period Change: US 421 Auxiliary Lanes – **INDOT** (Boone) – MTP # 1003 – DES # 2000076 – From 2.91 mi N of the N leg of I-465 to 2.86 mi S of SR 32 (2.8mi) – Auxiliary Lanes, Two-Way Left Turn Lanes – \$27,650,000 – Moved from “Illustrative” to “2020-2029 (E&C)”
- New Project: US 36 ATL – **INDOT** (Hendricks) – MTP # 4007 – DES # 2300700 – US 36 from Corottoman Court to Shiloh Crossing Drive (1.5mi) – Widen from 5 to 6 lanes – \$27,037,500 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- New Project: Dan Jones Rd Widening – **Avon** – MTP # 4211 – IMPO # 2401FFE – Widen from 2 to 4 lanes from CR 150 S to Bradford Rd (0.5mi) – Existing Roadway Widening – \$9,293,250 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- New Project: County Line Rd Widening – **Indianapolis** – MTP # 6161 – IMPO # 2411FFE – Widen from 2 to 5 lanes from Depot to Woodcreek (0.4mi) – Existing Roadway Widening – \$30,260,000 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.

Other Non-Exempt amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- No Projects
- As per routine procedure, the results of MCCOG’s transportation demand model for Madison County will be / has been added to the IMPO’s model results

The following table summarizes planned expenditures by plan period from the tables in Appendix B. In each period the projected revenue is more than the planned costs, therefore the plan is fiscally constrained.

IMPO MTP				
Time Period	2020-2029	2030-2039	2040-2049	TOTAL
State Revenues	\$7.9 B	\$9.9 B	\$12.1 B	\$29.9 B
State Spending	\$3.3 B	\$0.2 B	\$0.0 B	\$3.5 B
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$3.5 B	\$4.2 B	\$5.1 B	\$12.8 B
Local Spending	\$1.1 B	\$0.8 B	\$0.9 B	\$2.7 B
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.8 B	\$1.6 B	\$2.0 B	\$5.4 B
IndyGo Spending	\$0.7 B	\$0.0 B	\$0.0 B	\$0.7 B
Fiscally Constrained	✓	✓	✓	✓

Spending totals updated as part of this Amendment #5.

Source: Indianapolis MPO. All figures are rounded and in billions.

Appendix A – Consultation Materials

Public Review and Comment Materials

The Indianapolis MPO made this amendment available for public review and comment between April 1-15, 2024, and during a public hearing on April 17, 2024 at the Indianapolis MPO Transportation Policy Committee Meeting.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and Indianapolis Recorder
- advertised the public comment opportunity via social media accounts
- included the public comment opportunity in the bi-weekly teMPO e-newsletter
- sent a flier to public library branches within the region for posting

Comments / questions received during the public comment period:

- To be updated.

Comments / questions received during the public hearing:

- To be updated.

Public notice

(link)

Social Media Notice

(screenshot)

Bi-Weekly Newsletter Notice

(screenshot)

Library Flier

(screenshot)

Appendix B – 2050 MTP Replacement List of Projects/Cost

Projects that have been added or revised are highlighted in grey with an asterisk next to the ID.

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
1201	CR 875 E from Oak St to CR 550 S	Zionsville	New Road - 2 lanes	\$6,841,000	2020-2029 (E&C)
2018	131st St & SR 37 Interchange	Fishers	New Interchange Construction	\$20,056,500	2020-2029 (E&C)
2018	141st St & SR 37 Interchange	Fishers	New Interchange Construction	\$21,201,000	2020-2029 (E&C)
2018	146th St & SR 37 Interchange	Fishers	New Interchange Construction	\$23,496,500	2020-2029 (E&C)
2104	96th Street ATL + Bridge 165 Widening over Mud Creek	Fishers	Widen from 2 to 4 lanes	\$11,246,350	2020-2029 (E&C)
2112	146th Street - Phase IV Shelborne Road to Hamilton / Boone County Line	Hamilton County	Widen from 2 to 4 lanes	\$13,735,775	2020-2029 (E&C)
2122	146th St & Allisonville Rd Interchange	Hamilton County	Grade Separated Interchange	\$39,219,000	2020-2029 (E&C)
2408	Westfield Blvd Connector	Westfield	New Road - 2 lanes	\$8,673,539	2020-2029 (E&C)
2425	East Street North Extension (196th to SR 38)	Westfield	New Road - 2 lanes	\$11,681,863	2020-2029 (E&C)
2445	SR 32 from Poplar to East St.	Westfield	Widen from 2 to 4 lanes	\$15,000,000	2020-2029 (E&C)
2507	Oilo Rd from Tegler/141st St to 146th St	Noblesville	Widen from 2 to 4 lanes	\$7,800,000	2020-2029 (E&C)
3101	600 W from 300 N to CR400 N (Segment A)	Hancock County	Widen from 2 to 4 lanes	\$7,263,131	2020-2029 (E&C)
3102	600 W from 400 N to 550 N	Hancock County	Widen from 2 to 4 lanes	\$23,937,500	2020-2029 (E&C)
3106	CR 300 N from CR 600 W to CR 700 W	Hancock County	Widen from 2 to 4 lanes	\$9,335,000	2020-2029 (E&C)
3108	CR 300 N from CR 600 W/ Mount Comfort Rd to east of CR 500 W	Hancock County	Widen from 2 to 4 lanes	\$9,550,200	2020-2029 (E&C)
3112	Stinemyer Rd Connection	Hancock County	New Road Construction	\$3,164,750	2020-2029 (E&C)
4122	Ronald Reagan Pkwy from CR 600 N to CR 750 N	Hendricks County	New Road 4 lanes	\$52,472,713	2020-2029 (E&C)
4201	Dan Jones Rd from 100 S to CR 150 S	Avon	Widen from 2 to 4 lanes	\$7,637,170	2020-2029 (E&C)
4204	Dan Jones Rd from CR 100 S to Main Rd	Avon	Widen from 2 to 4 lanes	\$4,578,965	2020-2029 (E&C)
4211*	Dan Jones Rd from CR 150 S to Bradford Rd	Avon	Widen from 2 to 4 lanes	\$9,293,250	2020-2029 (E&C)
5108	Worthsville Road Connector from Griffith Rd (CR 325E) to Franklin Rd (CR 440E)	Johnson County	New Road - 2 lanes	\$4,313,210	2020-2029 (E&C)
6116	County Line Rd from SR 37 to Morgantown Rd	Indianapolis DPW	Widen from 2 to 4 lanes	\$39,590,000	2020-2029 (E&C)
6161*	County Line Rd from Depot to Woodcreek	Indianapolis DPW	Widen from 2 to 4 lanes	\$30,260,000	2020-2029 (E&C)
6163	Market St from Pennsylvania St to Alabama St	Indianapolis DPW	Reconstruction	\$7,093,750	2020-2029 (E&C)
6164	Henry St from Harding St to White River Pkwy W Dr	Indianapolis DPW	New Road 2 lanes	\$4,500,500	2020-2029 (E&C)
6165	Emerson Ave from Co Line Rd to Stop 11 Rd	Indianapolis DPW	Widen from 3 to 5 lanes	\$14,901,875	2020-2029 (E&C)
6166	Emerson Ave from Stop 11 Rd to Southport Crossing	Indianapolis DPW	Widen from 3 to 5 lanes	\$13,585,132	2020-2029 (E&C)
6168	Henry St from Kentucky Ave to Drover St across White River	Indianapolis DPW	New Road 2 lanes	\$32,100,000	2020-2029 (E&C)

* Added or Modified in this Amendment

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
1002	I-65/SR 267 Interchange Modification & New Interchange at CR 550 E	INDOT	Interchange Modification / New Interchange	\$33,864,611	2020-2029 (E&C)
1003*	US 421 from 2.91 miles north of the north leg of I-465 to 2.86 miles south of SR 32	INDOT	Added Auxiliary / Turn Lanes (2.8 miles)	\$27,650,000	2020-2029 (E&C)
2019	US 31 & 236th St Interchange	INDOT	New Interchange Construction	\$22,589,885	2020-2029 (E&C)
2020	SR 32 from 19th St to Presley Dr	INDOT	Widen from 2 to 4 lanes	\$3,169,427	2020-2029 (E&C)
2021	SR 32 from East St to Mensa Rd	INDOT	Widen from 2 to 4 lanes	\$38,300,000	2020-2029 (E&C)
2022	SR 32 ATL between Cicero Creek and SR-38 W Junction	INDOT	Widen from 2 to 4 lanes	\$3,281,714	2020-2029 (E&C)
2023	US 31 Limited Access Upgrade from SR 38 to 286th St	INDOT	Access Control / New Interchange	\$53,570,388	2020-2029 (E&C)
3002	I-70 from 1.0 mi west of Mt Comfort Rd to 1.2 mi east of SR 9	INDOT	Widen from 4 to 6 lanes	\$75,279,000	2020-2029 (E&C)
4002	US 36 From Shiloh Crossing way Rd	INDOT	Widen from 4 to 6 lanes	\$10,676,697	2020-2029 (E&C)
4007*	US 36 from Corottoman Court to Shiloh Crossing Drive	INDOT	Widen from 5 to 6 lanes	\$27,037,500	2020-2029 (E&C)
5003	SR 135 (Meridian St.) from Stones Crossing to Whiteland Rd	INDOT	Widen from 2 to 5 lanes	\$ 33,242,869	2020-2029 (E&C)
5004	I-69 Section 6 - SR 39 to I-465 + ATL on I-465	INDOT	New Road Construction	\$1,427,636,953	2020-2029 (E&C)
5008	US 31 from S Main St to Israel Ln	INDOT	Widen from 4 to 5 lanes	\$46,004,096	2020-2029 (E&C)
5011	I-65 Added Travel Lanes from 0.54 miles N of SR 252 to 0.96 miles S of SR 44	INDOT	Widen from 4 lanes to 6 lanes	\$199,318,000	2020-2029 (E&C)
6005	I-69/I-465 IM & ATL on I-69 from 2,000 ft south of 75th St to 86th St (Clear Path)	INDOT	Added Travel Lanes & Interchange Modification	\$425,000,000	2020-2029 (E&C)
6036	I-65 Safety & Efficiency Project (from I-465 to I-70 SE side)	INDOT	Widen from 6 lanes to 8 lanes	\$30,386,137	2020-2029 (E&C)
6039	North Split Interchange Modification	INDOT	Interchange Modification, Multi-Level	\$387,638,000	2020-2029 (E&C)
6042	US 36 from Raceway Rd. to Transfer Dr.	INDOT	Widen from 4 to 6 lanes	\$24,576,813	2020-2029 (E&C)
6043	I-465 NW ATL from 86th St to US 31, Interchange Modification (IM) at I-865 & I-465, and IM at US 31 & 106th, 116th	INDOT	Widen from 6 lanes to 8 lanes & Interchange Modifications	\$396,400,000	2020-2029 (E&C)
6045	I-465 at US 36/SR 67/Pendleton Pike (Exit 42)	INDOT	Interchange Modification	\$9,281,709	2020-2029 (E&C)
9003	Red Line BRT - Marion Co.	IndyGo	Transit Enhancement Capital Projects	\$146,423,258	2020-2029 (E&C)
9006	Blue Line	IndyGo	Transit Enhancement Capital Projects	\$349,847,524	2020-2029 (E&C)
9007	Purple Line	IndyGo	Transit Enhancement Capital Projects	\$161,950,000	2020-2029 (E&C)
1302	Whitestown Pkwy from CR 475 E to Cozy Ln	Whitestown	Widen from 2 lanes to 4 lanes	\$20,814,768	2020-2029
2119	146th St & Hazel Dell Parkway	Hamilton County	New/Modified Arterial Interchange	\$43,906,394	2020-2029
2120	146th St & Gray Rd	Hamilton County	New/Modified Arterial Interchange	\$43,906,394	2020-2029
2121	146th St & Carey Rd	Hamilton County	New/Modified	\$44,499,724	2020-2029

* Added or Modified in this Amendment

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
			Arterial Interchange		
2305	96th Str from Cumberland Rd to Fall Creek Rd	Fishers	Widen from 2 lanes to 4 lanes	\$11,439,911	2020-2029
2306	Allisonville Rd from 131st St to 146th St	Fishers	Widen from 2 lanes to 4 lanes	\$13,005,378	2020-2029
2501	Greenfield Rd from Allisonville Rd to Cumberland Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$30,216,661	2020-2029
2508	Pleasant St from 10th St to River Rd	Noblesville	Widen from 2 to 4 lanes; New Road - 2 lanes	\$53,613,445	2020-2029
2510	Pleasant St from River Rd to SR 32/Hague Rd intersection	Noblesville	New Road 2 lanes	\$24,023,836	2020-2029
4107	New road from Miles Rd/US 40 to CR 300 E/CR 350 S	Hendricks County	New Road 2 lanes	\$17,584,133	2020-2029
4203	CR 100 S (Morris St.) from Dan Jones Rd to Ronald Reagan Pkwy	Avon	Widen from 2 lanes to 4 lanes	\$18,738,429	2020-2029
4209	Dan Jones Rd from US 36 to CR 100 N	Avon	Widen from 2 lanes to 4 lanes	\$11,669,500	2020-2029
4207	Avon Ave from Northfield Dr to US 36	Avon	Widen from 2 lanes to 4 lanes	\$30,836,960	2020-2029
4208	Dan Jones Rd from CR 150 S to CR 300 S	Avon	Widen from 2 lanes to 4 lanes	\$9,563,395	2020-2029
4307	Northfield Dr from US 136 to SR 267 (SW) - New segment across White Lick Creek	Brownsburg	New Road 2 lanes	\$96,759,234	2020-2029
4308	CR 900 E from US 136 to 56th St/600 N with bridge over I-74	Brownsburg	New Road 2 lanes	\$18,217,547	2020-2029
4507	Perimeter Pkwy SW/Moon Rd from US 40 to Hadley Rd	Plainfield	Widen from 2 lanes to 4 lanes	\$12,373,620	2020-2029
4509	Ronald Reagan Pkwy from I-70 to Bradford Blvd	Plainfield	Widen from 4 lanes to 6 lanes	\$12,152,470	2020-2029
5112	Smith Valley Rd from Peterman Rd to Restin Rd	Johnson County	Widen from 2 lanes to 5 lanes	\$11,863,415	2020-2029
5203	Smith Valley Rd from SR 135 to S Emerson Ave	Greenwood	Widen from 2 lanes to 4 lanes	\$37,207,163	2020-2029
6160	County Line Rd from Morgantown Rd to SR 135	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$30,260,000	2020-2029
6162	Decatur Direct: Ameriplex Pkwy from SR 67/Kentucky Ave to Mooresville Rd	Indianapolis DPW	New Road 4 lanes	\$37,519,561	2020-2029
9004	Red Line BRT - Hamilton Co.	IndyGo	Transit New Route/ Fixed Guideway	\$40,000,000	2020-2029
9005	Red Line BRT - Johnson Co.	IndyGo	Transit New Route/ Fixed Guideway	\$2,965,650	2020-2029
9008	Marion County Transit Plan Local Network Improvements - 2023	IndyGo	Transit Wholistic Network Changes	\$22,800,000	2020-2029
1107	Ronald Reagan Pkwy from CR 750 N to SR 267/I-65	Hendricks County	New Road 4 lanes	\$114,149,831	2030-2039
1203	96th St from Zionsville Rd to Hamilton Co. line	Zionsville	Widen from 2 lanes to 4 lanes	\$14,165,231	2030-2039
1208	Complete Bennett Pkwy from 96th St (east of Hoosier Village Dr) to 106th St	Zionsville	New Road 2 lanes	\$26,570,306	2030-2039
1210	Oak St from Ford Rd to Whitestown Limits (just east of Stonegate Dr)	Zionsville	Widen from 2 lanes to 4 lanes	\$47,750,906	2030-2039

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
2103	206th St from SR 19 to Cumberland Rd	Hamilton County	New Road 4 lanes	\$21,604,667	2030-2039
2105	206th St from Hague/Carrigan Rd roundabout to SR 19	Hamilton County	New Road 4 lanes	\$23,689,873	2030-2039
2108	146th St from SR 37 to Boden Rd	Hamilton County	Widen from 4 lanes to 6 lanes	\$26,113,407	2030-2039
2113	206th St from Cumberland Rd to SR 37	Hamilton County	Widen from 2 lanes to 4 lanes	\$25,443,656	2030-2039
2114	206th St from SR 37 to Olio Rd	Hamilton County	Widen from 2 lanes to 4 lanes	\$25,609,368	2030-2039
2213	Towne Rd from 96th St to 116th St	Carmel	Widen from 2 lanes to 4 lanes	\$42,106,594	2030-2039
2218	116th St from Michigan Rd to Shelborn Rd	Carmel	Widen from 2 lanes to 4 lanes	\$20,451,774	2030-2039
2303	106th St between Lantern Rd and Cumberland Rd	Fishers	Widen from 2 lanes to 4 lanes	\$13,218,185	2030-2039
2308	Lantern Rd from 96th St to 106th St	Fishers	Widen from 2 lanes to 4 lanes	\$24,569,200	2030-2039
2309	126th St from Cyntheanne Rd to Southeastern Pkwy & Florida Rd	Fishers	New Road 3 lanes	\$13,617,535	2030-2039
2435	Realign Towne Rd from 166th St, across Little Eagle Creek, to new SR 32 intersection east of SR 32 & Centennial Rd/31st St	Westfield	New Road 2 lanes	\$20,704,770	2030-2039
2438	Westfield Blvd from Union St/Westfield Blvd & 161st St to Poplar St & 169th St	Westfield	New Road 2 lanes	\$10,912,135	2030-2039
2505	Little Chicago Rd from SR 38 to Carrigan Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$33,011,158	2030-2039
2506	Mill Cr/Seminole Rd from 161st St to SR 38	Noblesville	Widen from 2 lanes to 3 lanes	\$56,783,887	2030-2039
3110	CR 200 W from CR 300 N to US 40	Hancock County	Widen from 2 lanes to 4 lanes	\$46,319,750	2030-2039
3305	Mt. Comfort Rd/CR 600 W from CR 600 N to CR 750 N	McCordsville	Widen from 2 lanes to 4 lanes	\$23,931,536	2030-2039
4112	CR 200 N from CR 600 E to Avon Ave	Hendricks County	New Road 2 lanes	\$10,957,688	2030-2039
4114	CR 500 N from CR 575 E to CR 400 E	Hendricks County	New Road 2 lanes	\$15,818,566	2030-2039
4202	CR 200 N (21st St) from Dan Jones Rd to Ronald Reagan Pkwy	Avon	Widen from 2 lanes to 4 lanes	\$35,683,260	2030-2039
4205	Avon Ave from CR 100 S to US 36	Avon	Widen from 2 lanes to 4 lanes	\$15,804,757	2030-2039
4206	Avon Ave from CR 300 S to CR 100 S	Avon	Widen from 2 lanes to 4 lanes	\$26,721,017	2030-2039
4504	Perimeter Pkwy NE/CR 300 S from Avon Ave to Dan Jones Rd	Plainfield	Widen from 2 lanes to 4 lanes	\$6,545,613	2030-2039
4505	Perimeter Pkwy SW/CR 600 S from Center St to Moon Rd	Plainfield	Widen from 2 lanes to 4 lanes	\$15,459,524	2030-2039
4510	Miles Rd from Miles Rd & CR 600S to CR 525 E & CR 700 S	Plainfield	New Road 2 lanes	\$14,258,114	2030-2039
5111	Smith Valley Rd from Morgantown Rd to Peterman Rd	Johnson County	Widen from 2 lanes to 5 lanes	\$30,509,433	2030-2039
4005*	US 36 from Shiloh Crossing to Avon Ave	INDOT	Widen from 4 to 6 lanes	\$55,161,936	2030-2039
4006	I-70 from 0.76 mi W of SR 39 to SR 267	INDOT	Widen from 4 to 6 lanes	\$156,760,000	2030-2039

* Added or Modified in this Amendment

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
1301	Extend CR 550 S/Meadowview Dr to I-65; New Road from CR 575 E & CR 500 S to CR 550 S/Meadowview Dr; New Roundabout at CR 575 E & CR 500 S; New Roundabout and Bridge at CR 575 E & CR 400 S/Albert S. White Dr	Whitestown	New Road 4 lanes	\$29,545,283	2040-2049
2107	Olio Rd from SR 38 to SR 32	Hamilton County	New Road 4 lanes	\$39,137,068	2040-2049
2220	96th St extension from Westfield Blvd to College Ave	Carmel	New Road 2 lanes	\$31,193,174	2040-2049
2427	East St from 191st St to 196th St	Westfield	Widen from 2 lanes to 4 lanes	\$9,060,000	2040-2049
2441	Wheeler Rd from SR 32 to 186th St	Westfield	Widen from 2 lanes to 4 lanes	\$16,568,531	2040-2049
2503	191st St from Little Chicago Rd to Moontown Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$22,069,842	2040-2049
2504	Boden Rd from Greenfield Ave/146th St to SR 38	Noblesville	Widen from 2 lanes to 4 lanes	\$21,171,827	2040-2049
2509	Pleasant St from 10th St to 19th St	Noblesville	Widen from 2 lanes to 4 lanes	\$30,637,107	2040-2049
3113	CR 300 N from CR 400 W to SR 9	Hancock County	Widen from 2 lanes to 4 lanes	\$104,531,704	2040-2049
3301	Mt. Comfort Rd/CR 600 W from CR 800 N to CR 750 N	McCordsville	Widen from 2 lanes to 4 lanes	\$50,494,595	2040-2049
3302	Mt. Comfort Rd/CR 600 W from CR 1000 N to CR 900 N	McCordsville	Widen from 2 lanes to 4 lanes	\$21,530,690	2040-2049
4115	CR 750 S from SR 39 to CR 525 E	Hendricks County	New Road 2 lanes	\$31,447,536	2040-2049
4118	Hendricks County Rd from CR 525 E to CR 925 E	Hendricks County	Widen from 2 lanes to 4 lanes	\$39,296,162	2040-2049
4120	CR 300 E from CR 400 N to Pittsboro (CR 375 E)	Hendricks County	New Road 2 lanes	\$22,007,972	2040-2049
4121	CR 900 N from CR 275 E to CR 500 E	Hendricks County	New Road 2 lanes	\$24,641,858	2040-2049
4210	Dan Jones from CR 100 N to Northfield Dr.	Avon	Widen from 2 lanes to 4 lanes	\$20,275,617	2040-2049
4506	Perimeter Pkwy NW/Gibbs Rd from Vestal Rd to Saratoga Pkwy	Plainfield	Widen from 2 lanes to 4 lanes	\$6,186,980	2040-2049
5109	CR 450 E from Greensburg Rd to Old US 31	Johnson County	New Road 2 lanes	\$10,394,126	2040-2049
5110	Smith Valley Rd from Mullinix Rd to Morgantown Rd	Johnson County	Widen from 2 lanes to 5 lanes	\$21,142,787	2040-2049
5115	Frontage Rd from Stones Crossing Rd to Olive Branch Rd	Johnson County	New Road 2 lanes	\$15,315,069	2040-2049
5116	Mullinix Rd from Smith Valley Rd to Wakefield Rd	Johnson County	New Road 2 lanes	\$32,905,334	2040-2049
5301	New Road from CR 400 N/Paul Hand Blvd & US 31 to CR 500 N & CR 300 E	Whiteland	New Road 2 lanes	\$75,613,734	2040-2049
6121	Southport Rd from White River to SR 37	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$54,843,159	2040-2049
6136	New road from Camby Rd/ Mooresville Rd to White River	Indianapolis DPW	New Road 4 lanes	\$92,231,029	2040-2049
6172	16th St/Crawfordsville Rd/Holt Rd reconfiguration/roundabout	Indianapolis DPW	New Road 4 lanes	\$38,760,960	2040-2049

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
1105	CR 300 S From Whitestown limits to Hamilton County Line	Boone County	Widen from 2 lanes to 4 lanes	\$26,857,323	Illustrative
2106	Olio Rd from 146th St to SR 38	Hamilton County	Widen from 2 lanes to 4 lanes	\$48,302,637	Illustrative
2115	256th St from SR 19 to Mt Pleasant Rd	Hamilton County	New Road 4 lanes	\$32,835,187	Illustrative
2116	Olio Rd from SR 32 to 206th St	Hamilton County	New Road 4 lanes	\$70,602,280	Illustrative
2117	Olio Rd from 206th St to Strawtown Ave	Hamilton County	New Road 4 lanes	\$47,065,241	Illustrative
2118	Olio Rd from Strawtown Ave to SR 37/213	Hamilton County	New Road 4 lanes	\$69,665,395	Illustrative
2402	161st St from US 31 to Spring Mill Rd	Westfield	Widen from 2 lanes to 4 lanes	\$22,147,154	Illustrative
2403	161st St from Union St to Gray Rd	Westfield	Widen from 2 lanes to 4 lanes	\$34,407,636	Illustrative
2405	Spring Mill Rd from 146th St to SR 32	Westfield	Widen from 2 lanes to 4 lanes	\$44,996,105	Illustrative
2410	161st St from Spring Mill Rd to Towne Rd	Westfield	Widen from 2 lanes to 4 lanes	\$33,795,142	Illustrative
2412	186th St from Wheeler Rd to Spring Mill Rd	Westfield	Widen from 2 lanes to 4 lanes	\$13,509,014	Illustrative
2413	191st St from East St to Moontown Rd	Westfield	Widen from 2 lanes to 4 lanes	\$29,275,935	Illustrative
2414	New road from 191st St & Horton Rd to 193rd St & Springmill; New road from Springmill & 191st St to Horton Rd; Roundabout at "X" intersection	Westfield	New Road 4 lanes	\$19,157,174	Illustrative
2415	191st St from Tomlinson Rd to Horton Rd	Westfield	Widen from 2 lanes to 4 lanes	\$33,064,765	Illustrative
2416	193rd St from proposed Spring Mill Rd & 191st St roundabout to Joliet Rd	Westfield	Widen from 2 lanes to 4 lanes	\$60,202,376	Illustrative
2420	Centennial Rd/31st St from north of SR 32 to proposed new Towne Rd intersection on SR 32 east of Centennial Rd/31st St	Westfield	New Road 2 lanes	\$4,728,620	Illustrative
2421	Chad Hittle Dr from 191st St to Tomlinson Rd & 186th St	Westfield	New Road 2 lanes	\$5,917,265	Illustrative
2422	Dean Rd from 169th St to 161st St	Westfield	New Road 3 lanes	\$8,926,928	Illustrative
2432	Oak Ridge from 146th St to SR 32	Westfield	Widen from 2 lanes to 3 lanes	\$35,535,147	Illustrative
2433	Spring Mill Rd from SR 32 to 191st St	Westfield	Widen from 2 lanes to 3 lanes	\$18,060,000	Illustrative
2436	Western Frontage Road from SR 38 to 216th St (west side of US 31)	Westfield	New Road 3 lanes	\$5,895,308	Illustrative
2437	Western Frontage Road from Chad Hittle Rd & 191st St to SR 38 (west side of US 31)	Westfield	New Road 2 lanes	\$29,518,440	Illustrative
2446	Hoover St from Union St to Shady Nook Rd	Westfield	New Road 2 lanes	\$15,010,000	Illustrative
2502	Allisonville Rd from 146th St to Greenfield Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$54,489,617	Illustrative
3107	CR 300 N from CR 500 W to CR 400 W	Hancock County	Widen from 2 lanes to 4 lanes	\$26,054,884	Illustrative
3303	Mt. Comfort Rd/CR 600 W from CR 900 N to CR 800 N	McCordsville	Widen from 2 lanes to 4 lanes	\$21,990,295	Illustrative

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
3304	Mt. Comfort Rd/CR 600 W from CR 600 N to CR 500 N	McCordsville	Widen from 2 lanes to 4 lanes	\$19,948,591	Illustrative
4105	CR 100 N (10th St.) from Raceway Rd to SR 267	Avon	Widen from 2 lanes to 4 lanes	\$55,302,763	Illustrative
4108	CR 100 N from CR 200 E to CR 500 E	Hendricks County	Widen from 2 lanes to 4 lanes	\$35,044,823	Illustrative
4109	CR 100 S from CR 300 E to CR 400 E	Hendricks County	New Road 2 lanes	\$5,683,183	Illustrative
4111	CR 200 N from CR 225 E to CR 475 E	Hendricks County	New Road 2 lanes	\$21,901,909	Illustrative
4113	CR 200 S from CR 225 E to CR 300 E	Hendricks County	New Road 2 lanes	\$8,449,647	Illustrative
4116	CR 950 N from CR 800 E to CR 925 E	Hendricks County	New Road 2 lanes	\$14,380,309	Illustrative
4117	CR 300 E from CR 350 S to CR 200 N	Hendricks County	Widen from 2 lanes to 4 lanes	\$38,571,401	Illustrative
4303	CR 625 E / Witham Rd from Northfield Dr to CR 800 N with bridge over I-74	Brownsburg	New Road 4 lanes	\$30,734,830	Illustrative
5103	Clark School Rd from Franklin Rd to east of Harvey Road	Johnson County	New Road 2 lanes	\$20,452,388	Illustrative
5104	CR 144 from I-69 to Whiteland Rd	Johnson County	Widen from 2 lanes to 4 lanes	\$56,704,122	Illustrative
5113	Whiteland Rd from Saddle Club Rd to SR 135	Johnson County	Widen from 2 lanes to 4 lanes	\$20,089,438	Illustrative
5114	CR 144 from Whiteland Rd to SR 135	Johnson County	Widen from 2 lanes to 4 lanes	\$48,231,276	Illustrative
5205	Worthsville Road from Honey Creek Road to S.R. 135 (Section 1)	Greenwood	Widen from 2 to 4 lanes	TBD	Illustrative
5206	Worthsville Road ATL from Averitt Road to Honey Creek Road (Section 2)	Greenwood	Widen from 2 to 4 lanes	TBD	Illustrative
6102	79th St from Fall Creek Rd to Sunnyside Rd	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$22,796,213	Illustrative
6170	Hague Rd from 82nd St to 96th St	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$38,495,765	Illustrative
6171	86th St from Center Run Dr to Bash St	Indianapolis DPW	New Road 2 lanes	\$12,310,534	Illustrative

Transportation Conformity Determination Report Central Indiana

*Boone, Hamilton, Hancock, Hendricks,
Johnson, Madison, Marion, Morgan, and Shelby Counties*

*– Indianapolis Metropolitan Planning Organization –
– Indiana Department of Transportation –*

2024-Q2 | April 15, 2024

- Draft -

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1. Overview

As part of its transportation planning process, the Indianapolis Metropolitan Planning Organization (IMPO) completed the transportation conformity process for the Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) for the 9-county Central Indiana 1997 NAAQS region. This report documents that the following MTPs and TIPs meet the federal transportation conformity requirements in 40 CFR Part 93.

- Indianapolis Metropolitan Planning Organization (indympo.org)
 - [2050 MTP](#) (Specifically Proposed Amendment #5's current list of projects)
 - [2024-2027 IRTIP \(MiTIP\)](#) (Up to and including 2024 Q2 Amendment)
- Madison County Council of Governments (mccog.net)
 - [2045 MTP](#) (Adopted March 3, 2022)
 - [2022-2026 TIP](#) (Current through February 2024)
 - In 2023 (most recently) the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "The IMPO and MCCOG will complete separate Transportation Conformity Determination Reports for the 1997 Ozone NAAQS."
- Columbus Area Metropolitan Planning Organization
 - In 2023 (most recently) the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "CAMPO and the IMPO agree that any portions of the Columbus UA-Census that are located in Johnson and Shelby Counties will continue to be included in the IMPO MPA for air quality monitoring purposes"

2. Background

MPOs work closely with their local public agencies (cities, towns, and counties), as well as the Indiana Department of Transportation (INDOT), local transit operators, fellow MPOs, and other relevant agencies in creating their MTPs. As projects are selected for federal funding they advance to implementation, at which point they are programmed into MPOs' 4-year TIPs for study, design, and construction, provided they attain environmental permits and other necessary clearances.

3. Current Air Quality Status

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). The United States Environmental Protection Agency’s (EPA’s) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The 9-county Central Indiana conformity area¹ was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and as attainment for the 2015 ozone NAAQS. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the 9-County Central Indiana conformity area LRTPs/MTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

¹ The 9-County Central Indiana conformity area includes Boone, Hamilton, Madison, Hendricks, Marion, Hancock, Morgan, Johnson, and Shelby counties.

4. Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs/MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for LRTPs/MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 9-County Central Indiana conformity area can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

5. Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Indiana SIP does not include any TCMs for the 9-county Central Indiana ozone area, see also Section 7.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

6. Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted consistent with the Indiana Conformity SIP and including the following agencies: FHWA, FTA, IDEM, EPA, INDOT, IndyGo, CIRT, City of Anderson Transit System (CATS), Indianapolis DPW, Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and Columbus Area MPO (CAMPO). In addition, the following environmental agencies were included: IDNR/SHPO, USACE, USFW, Purdue Institute for a Sustainable Future, IU Environmental Resiliency Institute, IUPUI Transportation and Autonomous Systems Institute, Keep Indianapolis Beautiful, White River Alliance, county and municipal public health departments, Indianapolis Cultural Trail / Pacers Bikeshare, Indiana Farm Bureau Policy Team, Health by Design, IUPUI Public Policy Institute, Indianapolis Historic Preservation Commission, and Drive Clean.

On January 16, 2019, as part of a previous LRTP/MTP amendment, an email was sent to ICG members stating that there are no TCMs in the Indiana SIP for the 9-county Central Indiana ozone area.

MTP Conformity

The interagency consultation group (ICG) received an email on March 22, 2024 which included a list of projects under consideration for amendment into the IMPO's MTP and a projected timeline for the amendment process. The ICG were asked to provide questions, comments, or their concurrence by March 28, 2024. The draft consultation document was made available for ICG review and comment concurrent with the public comment period between April 1-15, 2024.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the applicable MTP amendment, were made available for public review and comment by the IMPO between April 1-15, 2024, and during a public hearing on April 17, 2024 at the Indianapolis MPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

TIP Conformity

The interagency consultation group (ICG) received an email on March 22, 2024 which included a list of projects under consideration for amendment into the IMPO's IRTIP and a projected timeline for the amendment process. The ICG were asked to provide questions, comments, or their concurrence by March 28, 2024. The draft consultation document was made available for ICG review and comment concurrent with the MTP public comment period between April 7-16, 2024.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. TIP amendments, were made available for public review and comment by the IMPO between April 7-16, 2024, and during a public hearing on April 17, 2024 at the Indianapolis MPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

7. Transportation Control Measures

The Indiana SIP has no Transportation Control Measures (TCMs) for the 9-county Central Indiana ozone area.

8. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

This conformity update includes the following projects, some of which will be amended into the IMPO 2050 MTP. The IMPO coordinated with MCCOG and CAMPO as appropriate.

Non-Exempt amendments to be updated within the 2050 MTP List of Projects:

- Added Funds / Time Period Change: US 36 ATL – **INDOT** (Hendricks) – MTP # 4005 – DES # 1800203 – US 36 from Shiloh Crossing to Avon Ave from 4 to 6 lanes (3mi) – Added Travel Lanes – \$55,161,936 – Open to Traffic 2031 – Moved from “2020-2029 (E&C)” to “2030-2039”
- Added Funds / Time Period Change: US 421 Auxiliary Lanes – **INDOT** (Boone) – MTP # 1003 – DES # 2000076 – From 2.91 mi N of the N leg of I-465 to 2.86 mi S of SR 32 (2.8mi) – Auxiliary Lanes, Two-Way Left Turn Lanes – \$27,650,000 – Moved from “Illustrative” to “2020-2029 (E&C)”
- New Project: US 36 ATL – **INDOT** (Hendricks) – MTP # 4007 – DES # 2300700 – US 36 from Corottoman Court to Shiloh Crossing Drive (1.5mi) – Widen from 5 to 6 lanes – \$27,037,500 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- New Project: Dan Jones Rd Widening – **Avon** – MTP # 4211 – IMPO # 2401FFE – Widen from 2 to 4 lanes from CR 150 S to Bradford Rd (0.5mi) – Existing Roadway Widening – \$9,293,250 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- New Project: County Line Rd Widening – **Indianapolis** – MTP # 6161 – IMPO # 2411FFE – Widen from 2 to 5 lanes from Depot to Woodcreek (0.4mi) – Existing Roadway Widening – \$30,260,000 – 2020-2029 (E&C)
 - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.

Other Non-Exempt amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- **INDOT** – DES # 1800060 – SR 32 Auxiliary Lanes – From 3.69 mi W of SR 75 to 2.83 mi E of SR 75 (6.55 mi) – Three (3) one-mile each passing lanes; a total of three miles of passing lanes
- As per routine procedure, the results of MCCOG’s transportation demand model for Madison County will be / has been added to the IMPO’s model results

The following table summarizes planned expenditures by plan period for the IMPO in the 9-County Central Indiana conformity area. In each period, the projected revenue is above the planned costs, therefore the plan is fiscally constrained.

IMPO MTP				
Time Period	2020-2029	2030-2039	2040-2049	TOTAL
State Revenues	\$7.9 B	\$9.9 B	\$12.1 B	\$29.9 B
State Spending	\$3.3 B	\$0.2 B	\$0.0 B	\$3.5 B
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$3.5 B	\$4.2 B	\$5.1 B	\$12.8 B
Local Spending	\$1.1 B	\$0.8 B	\$0.9 B	\$2.7 B
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.8 B	\$1.6 B	\$2.0 B	\$5.4 B
IndyGo Spending	\$0.7 B	\$0.0 B	\$0.0 B	\$0.7 B
Fiscally Constrained	✓	✓	✓	✓

*Spending totals updated as part of 2050 MTP Amendment #5.
Source: Indianapolis MPO. All figures are rounded and in billions.*

9. Conclusion

This conformity determination process demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

The 9-County Central Indiana conformity area MTPs and TIPs demonstrate fiscal constraint per the requirements in 40 CFR 93.108.

Appendix A: Conformity Documentation Public Comments

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the applicable MTP amendments, were made available for public review and comment by the IMPO between April 1-15, 2024. TIP amendments, were made available for public review and comment by the IMPO between April 7-16, 2024. All amendments were considered during a public hearing on April 17, 2024 at the Indianapolis MPO Transportation Policy Committee Meeting.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and Indianapolis Recorder
- advertised the public comment opportunity via social media accounts
- included the public comment opportunity in the bi-weekly teMPO e-newsletter
- sent a flier to public library branches within the region for posting

Comments / questions received during the public comment periods:

- MTP / Conformity Report Comment Period April 1-15, 2024
 - To be updated.
- TIP Project Funding List Comment Period March 8-18, 2024
 - Attached - see item 4
- TIP Amendment Comment Period April 7-16, 2024
 - To be updated.

Comments / questions received during the public hearing:

- To be updated.



Memo

To: Transportation Policy Committee Members
From: Anna Gremling, IMPO
Date: April 8, 2024
Re: SFY 2027 Call for Projects Recommendations

Background:

The Indianapolis MPO (IMPO) holds an annual call for projects at which time local public agencies can apply for IMPO-managed funding. Between September 1 and December 1, the IMPO hosted a call for projects and accepted applications to fund projects that will go to a local letting no later than June 2027. This call for projects will award local public agencies (LPAs) approximately \$60.6M for transportation projects across the Metropolitan Planning Area.

The IMPO received 66 project applications from 19 local public agencies (LPAs) totaling \$234 million in requested funds. Applications were sorted by funding category requested and ranked based on their score from the approved [selection criteria](#). Staff then recommended projects based on the resource [allocation goals](#) in the 2050 Metropolitan Transportation Plan (MTP).

Community Engagement:

The draft recommendations were sent to local member agencies and planning partners for review and comment on February 16. The IMPO did not receive significant comments from member agencies. No changes were made to the draft recommendations based on the member agency review period.

Draft recommendations were also made available for public review and comment between March 8 to March 18 and an additional public comment period between April 6 to April 16. The IMPO received significant public feedback including comments from community members concerning the proposed grade-separated Monon Trail bridge over 86th Street that is not recommended for funding.

All comments received before the agenda packet posting date (4/10/24) are included as an attachment to this memo. Any comments received after the agenda packet is posted will be emailed to Transportation Policy Committee members before the meeting. A public hearing will be held during this Transportation Policy Committee meeting to hear additional comments.

Recommendation:

The attached recommendation includes funding 17 projects from 8 LPAs totaling \$60.6M. Projects with an asterisk next to their score had those scores adjusted by IMPO staff. While MiTIP automatically scores applications, staff reviews each application to address possible errors or typos

as well as works with our contracted engineering consultant to carefully review scope, cost estimates, and eligibility. No scoring adjustment affected a project's recommendation.

Due to an ongoing conversation with INDOT staff, the IMPO currently expects that INDOT intends to remove Transportation Alternatives (TA) and Carbon Reduction (CR) funding from the [Federal Funds Exchange Program](#). As a result, staff is recommending the top two scoring bicycle/pedestrian projects to utilize the IMPO's allocation of these funding pots through the Federal process. Staff has consulted with the two member agencies affected by this change to confirm the projects can go through the Federal process and bid at an INDOT letting on or before March 2027. All remaining recommended projects will continue through the Federal Funds Exchange (FFE) Program and bid locally before June 2027.

Request:

The IMPO Transportation Technical Committee unanimously recommended approval of this recommendation at their 4/3/2024 meeting. The IMPO Transportation Policy Committee is being asked to approve the recommended project list as an amendment to the Transportation Improvement Program through the approval of Resolution 24-IMPO-005.

Please send any questions and comments to info@indympo.org.

Attachments:

- Resolution 24-IMPO-005
- Recommended Projects
- Public Comments Received
- Recommended Projects and Environmental Justice Analysis
- Recommended Projects and Federal "Justice 40" Areas
- Complete Street Compliance
- High Injury Network Map

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING RECOMMENDATIONS FOR INCLUSION IN THE TRANSPORTATION
IMPROVEMENT PROGRAM**

Resolution Number 24-IMPO-005

A RESOLUTION approving the SFY 2027 recommendations as projects to the 2024-2027 Indianapolis Regional Transportation Improvement Program.

WHEREAS, the 2024-2027 Indianapolis Regional Transportation Improvement Program (IRTIP) incorporates projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed list have been reviewed as to their immediate impact and importance to the continued improvement of the transportation system operating within the area; and

WHEREAS, changing conditions necessitate periodic amendments to the IRTIP; and

WHEREAS, the proposed project recommendations were made available for public comment and comments received were provided to the Indianapolis Metropolitan Planning Organization Policy Committee; and

WHEREAS, the Policy Committee is the approval body for all transportation-related activities of the Metropolitan Planning Organization for the Indianapolis Urbanized Area under applicable U.S. Department of Transportation regulations;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Committee hereby approves the SFY 2027 recommendations as projects to the 2024-2027 Indianapolis Regional Transportation Improvement Program as shown on the attached Exhibit A.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 17th day of April 2024.

Mark Myers, Chair
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT

“A”

QUARTER CFP, 2024 LOCAL 24-07.56

LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
PRIOR	Avon	IMPO17021 50	N/A	Dan Jones Rd	Dan Jones Rd Widening from CR 150 S to CR 300 S	Existing Roadway Capacity Improvement	Non-Ex	\$17,730,000		PE/PL	SFY 2025, 2023	\$1,270,000	\$1,270,000	100%	\$0	0%		
PROPOSED					Dan Jones Rd Widening from Bradford Rd to CR 150 S	Existing Roadway Widening		\$9,293,250	\$-8,436,750	PE/PL	SFY 2025	\$1,060,200	\$-	0%	\$1,060,200	100%	2027 CFP	
PRIOR									ROW	SFY 2025, 2023		\$2,280,000	\$2,280,000	100%	\$0	0%		
PROPOSED									ROW	SFY 2026		\$399,000	\$-	0%	\$399,000	100%		
PRIOR									CN	SFY 2025, 2023		\$12,660,000	\$12,660,000	100%	\$0	0%		
PROPOSED									CN	SFY 2027 STATE		\$12,116,325	\$4,989,075	70%	\$7,127,250	100%		
PRIOR									CE	SFY 2025, 2023		\$1,520,000	\$1,520,000	100%	\$0	0%		
PROPOSED									CE	SFY 2027 STATE		\$1,201,560	\$494,760	70%	\$706,800	100%		
NEW	Beech Grove	2402FFE	N/A	Emerson Avenue	Emerson & Churchman Roundabout	Intersection or Intersection Groups	Exempt	\$4,976,500	\$4,976,500	PE/PL	SFY 2025	\$470,000	\$-	0%	\$470,000	100%	NEW PROJECT	
NEW									ROW	SFY 2026		\$200,000	\$-	0%	\$200,000	100%		
NEW									CN	SFY 2027 STATE		\$7,047,000	\$3,132,000	80%	\$3,915,000	100%		
NEW									CE	SFY 2027 STATE		\$704,700	\$313,200	80%	\$391,500	100%		
NEW	CIRTA	2404FFE	N/A		Commuter Connect Carpool Vanpool Program	Other	Exempt	\$720,000	\$720,000	PE/PL	SFY 2027	\$720,000	\$-	0%	\$720,000	100%	NEW PROJECT	
NEW	Carmel	IMPO17022 31	N/A	116th Street	116th Street Path from Towne Road to Spring Mill	Bicycle Enhancement	Exempt	\$5,232,299	\$5,232,299	PE/PL	SFY 2024	\$377,841	\$-	0%	\$377,841	100%	NEW PROJECT	
NEW									ROW	SFY 2025		\$500,000	\$-	0%	\$500,000	100%		
NEW									CN	SFY 2027 TAP		\$1,465,389	\$680,802	46%	\$784,587	54%		
NEW									CE	SFY 2027 TAP		\$86,305	\$-	0%	\$86,305	20%		
NEW	Hamilton County	2406FFE	N/A	Olio Rd.	116th & Olio Rd. Roundabout	Intersection or Intersection Groups	Exempt	\$6,274,504	\$6,274,504	PE/PL	SFY 2024	\$625,600	\$-	0%	\$625,600	100%	NEW PROJECT	
NEW									ROW	SFY 2026		\$250,000	\$-	0%	\$250,000	100%		
NEW									CN	SFY 2027 STATE		\$8,834,569	\$3,926,475	80%	\$4,908,094	100%		
NEW									CE	SFY 2027 STATE		\$883,458	\$392,648	80%	\$490,810	100%		
NEW	Hamilton County	2405FFE	N/A	161st Street	161st St Bridge Replacement over Kirkendall Creek	Bridge Replacement	Exempt	\$3,635,000	\$3,635,000	PE/PL	SFY 2024	\$270,000	\$-	0%	\$270,000	100%	NEW PROJECT	
NEW									ROW	SFY 2024		\$60,000	\$-	0%	\$60,000	100%		
NEW									ROW	SFY 2025		\$120,000	\$-	0%	\$120,000	100%		
NEW									CN	SFY 2027 STATE		\$5,247,000	\$2,332,000	80%	\$2,915,000	100%		
NEW									CE	SFY 2027 STATE		\$486,000	\$216,000	80%	\$270,000	100%		

LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
PRIOR	Indianapolis DPW	2411FFE	N/A	County Line Rd	County Line Rd. Widening from Morgantown Rd to SR 135	Existing Roadway Capacity Improvement	Non-Ex	\$30,260,000		PE/PL	SFY 2025-2023	\$2,120,000	\$2,120,000	100%	\$0	0%		
PROPOSED				County Line Rd	County Line Rd. Widening from Depot to Woodcreek Dr	Existing Roadway Widening		\$8,053,200	\$-22,206,800	PE/PL	SFY 2025	\$300,000	\$-	0%	\$300,000	100%	SFY2027 CFP	
PRIOR									-	-	-	\$-	\$-	-	0%			
PROPOSED									PE/PL	SFY 2026	\$290,000	\$-	0%	\$290,000	100%			
PRIOR									CN	SFY 2025-2023	\$22,990,000	\$22,990,000	100%	\$0	0%			
PROPOSED									CN	SFY 2027 STATE	\$12,371,760	\$5,498,560	80%	\$6,873,200	100%			
PRIOR									CE	SFY 2025-2023	\$2,650,000	\$2,650,000	100%	\$0	0%			
PROPOSED									CE	SFY 2027 STATE	\$1,062,000	\$472,000	80%	\$590,000	100%			
PRIOR									ROW	SFY 2025-2023	\$2,500,000	\$2,500,000	100%	\$0	0%			
PROPOSED									-	-	-	\$-	\$-	-	0%			
NEW	Indianapolis DPW	IMPO17022	N/A	Keystone Avenue	Nickel Plate Trail Bridge over Keystone	Pedestrian Enhancement	Exempt	\$6,451,541	\$6,451,541	CN	SFY 2027 TAP	\$5,535,613	\$4,428,490	80%	\$1,107,123	20%	NEW PROJECT	
NEW									CE	SFY 2027 TAP	\$553,561	\$442,849	80%	\$110,712	20%			
NEW	Indianapolis DPW	2412FFE	N/A	Mitthoefer Rd	46th Street & Mitthoefer Road Roundabout	Intersection or Intersection Groups	Exempt	\$2,378,227	\$2,378,227	PE/PL	SFY 2025	\$268,000	\$-	0%	\$268,000	100%	NEW PROJECT	
NEW									ROW	SFY 2026	\$150,000	\$-	0%	\$150,000	100%			
NEW									CN	SFY 2027 STATE	\$3,207,645	\$1,425,620	80%	\$1,782,025	100%			
NEW									CE	SFY 2027 STATE	\$320,764	\$142,562	80%	\$178,202	100%			
NEW	Indianapolis DPW	2413FFE	N/A		City of Indianapolis Knozone Program	Other	Exempt	\$400,000	\$400,000	PE/PL	SFY 2027 STATE	\$720,000	\$320,000	80%	\$400,000	100%	NEW PROJECT	
NEW	Indianapolis DPW	2414FFE	N/A	Madison Avenue	Madison Ave Road Rehabilitation from Martin Street to Pleasant Run Parkway	Roadway Rehabilitation	Exempt	\$17,203,700	\$17,203,700	PE/PL	SFY 2025	\$1,600,000	\$-	0%	\$1,600,000	100%	NEW PROJECT	
NEW									PE/PL	SFY 2026	\$200,000	\$-	0%	\$200,000	100%			
NEW									ROW	SFY 2026	\$700,000	\$-	0%	\$700,000	100%			
NEW									CN	SFY 2027 STATE	\$24,060,600	\$10,693,600	80%	\$13,367,000	100%			
NEW									CE	SFY 2027 STATE	\$2,406,060	\$1,069,360	80%	\$1,336,700	100%			

LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
NEW	Indianapolis DPW	2408FFE	N/A	High School Road	High School Road over CSX/Conrail Bridge Rehabilitation	Bridge Rehabilitation	Exempt	\$3,189,382	\$3,189,382	PE/PL	SFY 2024	\$382,700	\$-	0%	\$382,700	100%	NEW PROJECT	
NEW									CN	SFY 2027 STATE		\$4,593,028	\$2,041,346	80%	\$2,551,682	100%		
NEW									CE	SFY 2027 STATE		\$459,000	\$204,000	80%	\$255,000	100%		
NEW	Indianapolis DPW	2409FFE	N/A	38th Street	38th Street over Little Eagle Creek Bridge Rehabilitation	Bridge Rehabilitation	Exempt	\$3,145,400	\$3,145,400	PE/PL	SFY 2024	\$377,450	\$-	0%	\$377,450	100%	NEW PROJECT	
NEW									CN	SFY 2027 STATE		\$4,529,376	\$2,013,056	80%	\$2,516,320	100%		
NEW									CE	SFY 2027 STATE		\$452,930	\$201,300	80%	\$251,630	100%		
NEW	Indianapolis DPW	2410FFE	N/A	46th Street	46th Street over Indian Creek Bridge Rehabilitation	Bridge Rehabilitation	Exempt	\$2,152,716	\$2,152,716	PE/PL	SFY 2024	\$258,300	\$-	0%	\$258,300	100%	NEW PROJECT	
NEW									CN	SFY 2027 STATE		\$3,099,916	\$1,377,700	80%	\$1,722,216	100%		
NEW									CE	SFY 2027 STATE		\$309,960	\$137,760	80%	\$172,200	100%		
NEW	IndyGo	IMPO17022 r1	N/A		Bus Replacement	Transit Enhancement Capital Projects	Exempt	\$8,119,773	\$8,119,773	CN	SFY 2027 CR	\$8,119,773	\$2,041,588	56%	\$6,078,185	99%	NEW PROJECT	
NEW	IndyGo	2416FFE	N/A		Local Route Transit Signal Priority - Phase II	Transit Enhancement Capital Projects	Exempt	\$1,401,965	\$1,401,965	CN	SFY 2027 STATE	\$2,523,537	\$1,121,572	80%	\$1,401,965	100%	NEW PROJECT	
NEW	Johnson County	2417FFE	N/A	Smith Valley Road	Smith Valley & Peterman Road Roundabout	Intersection or Intersection Groups	Exempt	\$3,766,200	\$3,766,200	PE/PL	SFY 2025	\$346,000	\$-	0%	\$346,000	100%	NEW PROJECT	
NEW									ROW	SFY 2026		\$250,000	\$-	0%	\$250,000	100%		
NEW									CN	SFY 2027 STATE		\$5,187,600	\$2,305,600	80%	\$2,882,000	100%		
NEW									CE	SFY 2027 STATE		\$518,760	\$230,560	80%	\$288,200	100%		

Attachment A:
All Projects Submitted for Funding
Funds Available: \$60,621,525

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	FUND TYPE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702208	Avon	Dan Jones Widening Phase 4 - from Bradford Rd to Oriole Way (CR 150 S)	Existing Roadway Widening	78	STBG	\$5,483,835	\$2,350,215	\$7,834,050
IMPO1702248	Avon	System-Wide Emergency Vehicle Preemption (EVP) Upgrade and Installation	Signal - Other	45	HSIP	\$1,025,046	\$113,894	\$1,238,940
IMPO1702245	Bargersville	144 / 135 Round-a-Bout	Intersection or Intersection Groups	51	STBG	\$3,391,520	\$847,880	\$6,952,400
IMPO1702242	Beech Grove	Emerson and Churchman Roundabout	Intersection or Intersection Groups	75	HSIP	\$3,445,200	\$861,300	\$4,976,500
IMPO1702231	Carmel	116th Street Path from Towne Road to Spring Mill	Bicycle Enhancement	90	TA	\$3,483,566	\$784,587	\$5,232,299
IMPO1702228	Carmel	106th & Lakeshore Drive Roundabout	Intersection or Intersection Groups	40	STBG	\$1,352,560	\$338,140	\$1,793,700
IMPO1702268	Carmel	Canton Drive and Hazel Dell Parkway Roundabout	Intersection or Intersection Groups	50	STBG	\$2,134,272	\$533,568	\$3,175,140
IMPO1702267	Carmel	3rd Avenue Reconstruction Project	Roadway Reconstruction	36	STBG	\$5,279,160	\$1,319,790	\$7,690,700
IMPO1702239	CIRTA	Commuter Connect Carpool Vanpool Program	Other	52	CMAQ	\$720,000	\$1,046,601	\$1,766,601
IMPO1702213	Franklin	Westview Drive Pedestrian Improvements	Pedestrian Enhancement	78	TA	\$1,901,400	\$475,350	\$2,635,100
IMPO1702255	Greenwood	Smith Valley Road from Browning Drive to Approximately US 31	Existing Roadway Widening	66	STBG	\$3,523,040	\$1,321,141	\$7,856,866
IMPO1702266	Greenwood	Smith Valley Road and Hacienda Place Roundabout	Intersection or Intersection Groups	56	STBG	\$3,728,559	\$482,078	\$5,170,766
IMPO1702209	Hamilton County	Bridge No. 28 - Eagletown Road over Little Eagle Creek	Bridge Replacement	26	STBG	\$3,704,800	\$926,200	\$5,254,000
IMPO1702210	Hamilton County	Bridge No. 148 - 161st Street over Kirkendall Creek	Bridge Replacement	53	STBG	\$2,548,000	\$637,000	\$3,635,000
IMPO1702063	Hamilton County	116th & Olio Rd. Safety Project	Intersection or Intersection Groups	79	STBG	\$5,505,280	\$1,129,867	\$7,757,200
IMPO1702187	Hamilton County	146th St. and Promise Rd. Traffic Signal and Turn Lane Upgrades	Intersection or Intersection Groups	50	HSIP	\$745,360	\$186,340	\$1,016,700
IMPO1702192	Hamilton County	146th St. and Howe Rd. Traffic Signal and Turn Lane Upgrades	Intersection or Intersection Groups	50	HSIP	\$744,480	\$186,120	\$1,015,600
IMPO1702193	Hamilton County	146th St. and Marilyn Rd. Traffic Signal and Turn Lane Upgrade.	Intersection or Intersection Groups	50	HSIP	\$766,480	\$191,620	\$1,045,100
IMPO1702246	Hamilton County	191st St. at Moontown Rd Roundabout	Intersection or Intersection Groups	39	STBG	\$3,403,840	\$850,960	\$5,170,700
IMPO1702236	Hancock County	Penny Trail from CR300W to CR150W	Pedestrian Enhancement	75	TA	\$4,112,000	\$1,028,000	\$6,910,000
IMPO1702203	Indianapolis	Nickel Plate Trail Pedestrian Bridge over Keystone	Bridge - Other	88	TA	\$4,871,339	\$1,217,835	\$6,451,541
IMPO1702247	Indianapolis	Monon Trail & 86th St Crossing	Bridge - Other	73	TA	\$8,521,600	\$2,130,400	\$11,733,000
IMPO1702204	Indianapolis	Raymond over Bean Creek and Conrail	Bridge Rehabilitation	38	STBG	\$9,821,680	\$2,455,420	\$12,630,010
IMPO1702240	Indianapolis	West Street over IWC Canal	Bridge Rehabilitation	35	STBG	\$2,050,400	\$512,600	\$2,932,500
IMPO1702244	Indianapolis	Meridian Street over Pleasant Run	Bridge Rehabilitation	21	STBG	\$2,476,320	\$619,080	\$3,517,500
IMPO1702260	Indianapolis	High School Road over CSX/Conrail	Bridge Rehabilitation	38	STBG	\$2,245,346	\$561,336	\$3,189,382
IMPO1702262	Indianapolis	38th Street over Little Eagle Creek	Bridge Rehabilitation	61	STBG	\$2,214,356	\$553,594	\$3,145,400
IMPO1702270	Indianapolis	46th Street over Indian Creek	Bridge Rehabilitation	42	STBG	\$1,515,460	\$378,956	\$2,152,716
IMPO1702080	Indianapolis	County Line Rd Widening from Depot to Woodcreek Dr	Existing Roadway Widening	69	STBG	\$5,970,560	\$1,492,640	\$7,463,200
IMPO1702233	Indianapolis	71st Street and Dean Road Roundabout	Intersection or Intersection Groups	47	STBG	\$1,401,600	\$350,400	\$2,141,000
IMPO1702234	Indianapolis	Shelbyville Road and Edgewood Avenue Roundabout	Intersection or Intersection Groups	47	STBG	\$2,303,200	\$575,800	\$3,422,000
IMPO1702235	Indianapolis	46th Street and Mitthoefer Road Roundabout	Intersection or Intersection Groups	74	HSIP	\$1,568,182	\$392,045	\$2,378,227
IMPO1702256	Indianapolis	City of Indianapolis Knozone Program	Other	55	CMAQ	\$320,000	\$80,000	\$400,000
IMPO1702009	Indianapolis	Pedestrian Crash Focus Area 18A	Pedestrian Enhancement	50	HSIP	\$2,127,600	\$236,400	\$2,902,000
IMPO1702010	Indianapolis	Pedestrian Crash Focus Area 18B	Pedestrian Enhancement	50	HSIP	\$1,984,500	\$220,500	\$2,706,000
IMPO1702243	Indianapolis	30th St Pavement Replacement from Arlington Ave to Shadeland Ave	Roadway Reconstruction	66	STBG	\$9,742,566	\$2,435,641	\$13,285,317
IMPO1702257	Indianapolis	Madison Avenue from Martin Street to Pleasant Run Parkway	Roadway Rehabilitation	75	STBG	\$11,762,960	\$2,940,740	\$11,762,960
IMPO1702241	Indianapolis	Raymond Street Traffic Signal Corridor Safety Improvement	Signal - Other	50	HSIP	\$2,776,500	\$308,500	\$3,656,000
IMPO1702261	IndyGo	Bus Replacement	Transit Enhancement Capital Projects	100	STBG	\$6,495,818	\$1,623,954	\$8,119,772
IMPO1702263	IndyGo	Local Route Transit Signal Priority - Phase II	Transit Enhancement Capital Projects	85	STBG	\$1,121,572	\$280,393	\$1,401,965
IMPO1702269	Johnson County	Smith Valley Road and Peterman Road Roundabout	Intersection or Intersection Groups	43	CMAQ	\$2,536,160	\$634,040	\$3,766,200
IMPO1702238	Johnson County	Johnson County School Zone Flasher Project	Sign - Safety Upgrade	49	HSIP	\$521,840	\$130,460	\$711,600
IMPO1702254	Johnson County	CR144 and CR625W Intersection Conflict Warning System	Sign - Safety Upgrade	50	HSIP	\$250,470	\$42,530	\$393,000
IMPO1702250	Lawrence	86th Street and Carroll Road Intersection Improvement	Intersection or Intersection Groups	50	HSIP	\$2,432,700	\$270,300	\$3,755,000
IMPO1702237	New Whiteland	Tracy Road Reconstruction Project	Roadway Reconstruction	53	STBG	\$4,709,800	\$1,108,700	\$7,269,498
IMPO1702219	Noblesville	Carrigan Road and Little Chicago Road Roundabout	Intersection or Intersection Groups	49	HSIP	\$1,760,000	\$440,000	\$2,819,000
IMPO1702212	Noblesville	156th Street Trail Connection	Pedestrian Enhancement	64	TA	\$1,056,000	\$264,000	\$1,715,000
IMPO1702252	Noblesville	Greenfield Avenue Improvements	Pedestrian Enhancement	64	TA	\$7,589,120	\$689,920	\$11,786,400
IMPO1702253	Noblesville	Stony Creek Trail	Pedestrian Enhancement	74	TA	\$1,783,760	445,940	\$3,276,750
IMPO1702249	Plainfield	Quaker Boulevard and CR 750 S Roundabout	Intersection or Intersection Groups	50	HSIP	4,056,800	\$1,014,200	\$5,948,500
IMPO1702222	Westfield	169th St & Oak Ridge Rd Roundabout	Intersection or Intersection Groups	44	STBG	\$2,776,000	\$694,000	\$3,860,000
IMPO1702258	Westfield	181st St and Grand Park Blvd Roundabout	Intersection or Intersection Groups	46	HSIP	\$1,769,600	\$442,400	\$2,600,000
IMPO1702251	Whiteland	Whiteland and Sawmill Roundabout	Intersection or Intersection Groups	43	STBG	\$1,348,800	\$337,200	\$1,975,000
IMPO1702169	Whitestown	CR 575 E from I-65 to CR 500 S	New Road Construction	60	STBG	\$10,788,840	\$2,697,210	\$16,691,290
						\$181,669,847	\$44,187,785	\$260,085,090

ALL PROJECTS SUBMITTED FOR SFY 2027 FUNDING CONSIDERATION

\$60,621,525

LPA	TOTAL ASK	% OF TOTAL \$	# OF PROJECTS
Avon	\$ 6,508,881	3.58%	2
Bargersville	\$ 3,391,520	1.87%	1
Beech Grove	\$ 3,445,200	1.90%	1
Carmel	\$ 12,249,558	6.74%	4
CIRTA	\$ 720,000	0.40%	1
Franklin	\$ 1,901,400	1.05%	1
Greenwood	\$ 7,251,599	3.99%	3
Hamilton Co.	\$ 17,418,240	9.59%	11
Hancock County	\$ 4,112,000	2.26%	1
Indianapolis	\$ 73,674,169	40.55%	19
IndyGo	\$ 7,617,390	4.19%	2
Johnson Co.	\$ 3,308,470	1.82%	3
Lawrence	\$ 2,432,700	1.34%	1
Noblesville	\$ 12,188,880	6.71%	8
New Whiteland	\$ 4,709,800	2.59%	1
Plainfield	\$ 4,056,800	2.23%	3
Westfield	\$ 4,545,600	2.50%	2
Whiteland	\$ 1,348,800	0.74%	1
Whitestown	\$ 10,788,840	5.94%	1
	\$181,669,847	100%	66

PROJECT TYPE	TOTAL ASK	% of TOTAL \$	# OF PROJECTS
Roadway Rehabilitation	\$ 11,762,960	5.02%	1
Roadway Reconstruction	\$ 19,731,526	8.42%	3
Intersection or Intersection Groups	\$ 70,102,534	29.92%	29
Bridge Rehabilitation	\$ 33,716,501	14.39%	8
Bridge Replacement	\$ 6,252,800	2.67%	2
New Roadway Construction	\$ 10,788,840	4.60%	1
Existing Roadway Widening	\$ 26,326,875	11.23%	3
Bicycle Enhancement	\$ 3,483,566	1.49%	1
Pedestrian Enhancement	\$ 30,983,260	13.22%	10
Transit Enhancement	\$ 14,237,635	6.08%	2
Other	\$ 6,947,136	2.96%	6
	\$234,333,633	100%	66

Attachment B: CMAQ

Funds Available: **\$4,775,905**

DES NUM	LPA	PROJECT TITLE	TYPE	TOTAL SCORE	IMPO COST	LOCAL COST	TOTAL COST	
IMPO1702256	Indianapolis	City of Indianapolis Knozone Program	Other	55	\$320,000	\$80,000	\$400,000	
IMPO1702263	IndyGo	Local Route Transit Signal Priority - Phase II	Transit Enhancement Capital Projects	52	\$1,121,572	\$280,393	\$1,401,965	
IMPO1702239	CIRTA	Commuter Connect Carpool Vanpool Program	Other	52	\$720,000	\$1,046,601	\$1,766,601	
IMPO1702261	IndyGo	Bus Replacement	Transit Enhancement Capital Projects	49	\$798,173	\$199,543	\$997,716	
IMPO1702269	Johnson County	Smith Valley & Peterman Road Roundabout	Intersection or Intersection Groups	43	\$2,536,160	\$634,040	\$3,766,200	
IMPO1702234	Indianapolis	Shelbyville Road and Edgewood Avenue Roundabout	Intersection or Intersection Groups	41	\$2,303,200	\$575,800	\$3,422,000	
IMPO1702222	Westfield	169th St & Oak Ridge Rd Roundabout	Intersection or Intersection Groups	39	\$2,776,000	\$1,084,000	\$3,860,000	
IMPO1702233	Indianapolis	71st & Dean Rd Roundabout	Intersection or Intersection Groups	37	\$1,401,600	\$694,000	\$2,141,000	
IMPO1702245	Bargersville	144 / 135 Round-a-Bout	Intersection or Intersection Groups	35	\$3,391,520	\$847,880	\$6,952,400	
IMPO1702192	Hamilton County	146th St. and Howe Rd. Traffic Signal and Turn Lane Upgrade	Intersection or Intersection Groups	33	\$744,480	\$186,120	\$1,015,600	
IMPO1702193	Hamilton County	146th St. and Marilyn Rd. Traffic Signal and Turn Lane Upgrade	Intersection or Intersection Groups	33	\$766,480	\$191,620	\$1,045,100	
IMPO1702187	Hamilton County	146th St. and Promise Rd. Traffic Signal and Turn Lane Upgrade	Intersection or Intersection Groups	33	\$745,360	\$186,340	\$1,016,700	
IMPO1702246	Hamilton County	191st St. at Moontown Rd Roundabout	Intersection or Intersection Groups	27	\$3,403,840	\$850,960	\$5,170,700	
IMPO1702268	Carmel	Canton Drive and Hazel Dell Parkway Roundabout	Intersection or Intersection Groups	22	\$2,134,272	\$1,040,868	\$3,175,140	
IMPO1702259	Plainfield	Quaker Boulevard and CR 750 S Roundabout (CMAQ)	Intersection or Intersection Groups	22	4,056,800	\$1,014,200	\$5,948,500	
IMPO1702251	Whiteland	Whiteland and Sawmill Roundabout	Intersection or Intersection Groups	19	\$1,348,800	\$337,200	\$1,975,000	
IMPO1702228	Carmel	106th & Lakeshore Drive Roundabout	Intersection or Intersection Groups	17	\$1,352,560	\$441,140	\$1,793,700	
IMPO1702219	Noblesville	Carrigan Road and Little Chicago Road Roundabout	Intersection or Intersection Groups	17	\$1,760,000	\$440,000	\$2,819,000	
				Average Score	35	\$31,680,817	\$10,130,705	\$48,667,322
				Average Score for Recommended Projects	50			

Project is not being recommended for funding.

Total IMPO Cost for Recommended Projects \$5,495,905

Attachment C: HSIP

Funds Available - \$4,775,905

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	Revised	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702235	Indianapolis	46th Street and Mitthoefer Road Roundabout	Intersection or Intersection Groups	74		\$1,568,182	\$392,045	\$2,378,227
IMPO1702242	Beech Grove	Emerson and Churchman Roundabout	Intersection or Intersection Groups	75	55*	\$3,445,200	\$861,300	\$4,976,500
IMPO1702219	Noblesville	Carrigan Road and Little Chicago Road Roundabout	Intersection or Intersection Groups	49	51*	\$1,760,000	\$440,000	\$2,819,000
IMPO1702254	Johnson County	CR144 and CR625W Intersection Conflict Warning System	Sign - Safety Upgrade	50		\$250,470	\$42,530	\$393,000
IMPO1702238	Johnson County	Johnson County School Zone Flasher Project	Sign - Safety Upgrade	50		\$521,840	\$130,460	\$711,600
IMPO1702187	Hamilton County	146th St. and Promise Rd. Traffic Signal and Turn Lane Upgrade	Intersection or Intersection Groups	50		\$745,360	\$271,340	\$1,016,700
IMPO1702192	Hamilton County	146th St. and Howe Rd. Traffic Signal and Turn Lane Upgrades	Intersection or Intersection Groups	50		\$744,480	\$186,120	\$1,015,600
IMPO1702193	Hamilton County	146th St. and Marilyn Rd. Traffic Signal and Turn Lane Upgrade	Intersection or Intersection Groups	50		\$766,480	\$191,620	\$1,045,100
IMPO1702009	Indianapolis	Pedestrian Crash Focus Area 18A	Pedestrian Enhancement	50		\$2,127,600	\$236,400	\$2,902,000
IMPO1702010	Indianapolis	Pedestrian Crash Focus Area 18B	Pedestrian Enhancement	50		\$1,984,500	\$220,500	\$2,706,000
IMPO1702241	Indianapolis	Raymond St Traffic Signal Corridor Safety Improvement	Signal - Other	50		\$2,776,500	\$308,500	\$3,656,000
IMPO1702250	Lawrence	86th Street and Carroll Road Intersection Improvement	Intersection or Intersection Groups	50		\$2,432,700	\$270,300	\$3,755,000
IMPO1702249	Plainfield	Quaker Boulevard and CR 750 S Roundabout	Intersection or Intersection Groups	50		\$ 4,056,800	\$1,014,200	\$5,948,500
IMPO1702258	Westfield	181st St and Grand Park Blvd Roundabout	Intersection or Intersection Groups	46		\$1,769,600	\$442,400	\$2,600,000
IMPO1702248	Avon	System-Wide Emergency Vehicle Preemption Upgrade	Signal - Other	45		\$1,025,046	\$113,894	\$1,238,940
IMPO1702265	Greenwood	Smith Valley Road and Hacienda Place Roundabout	Intersection or Intersection Groups	38		\$3,728,559	\$414,286	\$5,170,766
				Average Score	52			
						\$29,703,317	\$5,535,895	\$42,332,933

**Average Score for Recommended
Projects 74**

Total IMPO Cost for Recommended Projects \$1,568,182

Project is not being recommended for funding.

Attachment D: STBG

Funds Available - \$46,702,006

DES NUM	LPA	PROJECT TITLE	TYPE	FEDERAL AID CLASSIFICATION	SCORE	REVISED SCORE	IMPO COST	LOCAL COST	TOTAL COST	
IMPO1702262	Indianapolis	38th Street over Little Eagle Creek	Bridge Rehabilitation		61		\$ 2,214,356	\$ 553,594	\$ 3,145,400	
IMPO1702210	Hamilton County	Bridge No. 148 - 161st Street over Kirkendall Creek	Bridge Replacement		53		\$ 2,548,000	\$ 637,000	\$ 3,635,000	
IMPO1702270	Indianapolis	46th Street over Indian Creek	Bridge Rehabilitation		42		\$ 1,515,460	\$ 378,956	\$ 2,152,716	
IMPO1702260	Indianapolis	High School Road over CSX/Conrail	Bridge Rehabilitation		38		\$ 2,245,346	\$ 561,336	\$ 3,189,382	
IMPO1702204	Indianapolis	Raymond over Bean Creek and Conrail	Bridge Rehabilitation		38		\$ 9,821,680	\$ 2,455,420	\$ 12,630,010	
IMPO1702240	Indianapolis	West Street over IWC Canal	Bridge Rehabilitation		35		\$ 2,050,400	\$ 512,600	\$ 2,932,500	
IMPO1702209	Hamilton County	Hamilton County Bridge No. 28 - Eagletown Road over Little Eagle Creek	Bridge Replacement		26		\$ 5,254,000	\$ 926,200	\$ 5,254,000	
IMPO1702244	Indianapolis	Meridian Street over Pleasant Run	Bridge Rehabilitation		21		\$ 2,476,320	\$ 619,080	\$ 3,517,500	
IMPO1702208	Avon	Dan Jones - Phase 4 - from Bradford Rd to CR 150 S	Existing Roadway Widening		78		\$ 5,483,835	\$ 1,321,141	\$ 9,293,250	
IMPO1702080	Indianapolis	County Line Rd Widening from Depot to Woodcreek Dr	Existing Roadway Widening		72	69	\$ 5,970,560	\$ 1,492,640	\$ 7,463,200	
IMPO1702255	Greenwood	Smith Valley from Browning Drive to US 31	Existing Roadway Widening		66		\$ 3,523,040	\$ 1,583,397	\$ 7,856,866	
IMPO1702169	Whitestown	CR 575 E from I-65 to CR 500 S	New Road Construction		60		\$ 10,788,840	\$ 2,697,210	\$ 16,691,290	
IMPO1702063	Hamilton County	116th & Olio Rd. Safety Project	Intersection or Intersection Groups		79		\$ 4,319,123	\$ 1,079,781	\$ 5,398,904	
IMPO1702257	Indianapolis	Madison Ave from Martin Street to Pleasant Run Parkway	Roadway Rehabilitation		75		\$ 11,762,960	\$ 2,940,740	\$ 14,703,700	
IMPO1702249	Plainfield	Quaker Boulevard and CR 750 S Roundabout	Intersection or Intersection Groups		74		\$ 4,056,800	\$ 1,014,200	\$ 5,948,500	
IMPO1702193	Hamilton County	146th St. and Marilyn Rd. Traffic Signal and Turn Lane Upgrade.	Intersection or Intersection Groups		72		\$ 766,480	\$ 191,620	\$ 1,045,100	
IMPO1702243	Indianapolis	30th Street Pavement Replacement from Arlington Avenue to S	Roadway Reconstruction		66		\$ 9,742,566	\$ 2,435,641	\$ 13,285,317	
IMPO1702187	Hamilton County	146th St. and Promise Rd. Traffic Signal and Turn Lane Upgrades	Intersection or Intersection Groups		62		\$ 745,360	\$ 186,340	\$ 1,016,700	
IMPO1702192	Hamilton County	146th St. and Howe Rd. Traffic Signal and Turn Lane Upgrades	Intersection or Intersection Groups		61		\$ 744,480	\$ 186,120	\$ 1,015,600	
IMPO1702266	Greenwood	Smith Valley Road and Hacienda Place Roundabout	Intersection or Intersection Groups		56		\$ 3,012,978	\$ 1,129,867	\$ 5,170,766	
IMPO1702237	New Whiteland	Tracy Road Reconstruction Project	Roadway Reconstruction		53		\$ 4,709,800	\$ 1,108,700	\$ 7,269,498	
IMPO1702245	Bargersville	144 / 135 Round-a-Bout	Intersection or Intersection Groups		51		\$ 3,391,520	\$ 847,880	\$ 6,952,400	
IMPO1702268	Carmel	Canton Drive and Hazel Dell Parkway Roundabout	Intersection or Intersection Groups		50		\$ 2,134,272	\$ 533,568	\$ 3,175,140	
IMPO1702233	Indianapolis	71st Street and Dean Road Roundabout	Intersection or Intersection Groups		47		\$ 1,401,600	\$ 350,400	\$ 2,141,000	
IMPO1702234	Indianapolis	Shelbyville Road and Edgewood Avenue Roundabout	Intersection or Intersection Groups		47		\$ 2,303,200	\$ 575,800	\$ 3,422,000	
IMPO1702222	Westfield	169th St & Oak Ridge Rd Roundabout	Intersection or Intersection Groups		44		\$ 2,776,000	\$ 694,000	\$ 3,860,000	
IMPO1702219	Noblesville	Carrigan Road and Little Chicago Road Roundabout	Intersection or Intersection Groups		43		\$ 1,861,200	\$ 1,084,300	\$ 2,945,500	
IMPO1702251	Whiteland	Whiteland and Sawmill Roundabout	Intersection or Intersection Groups		43		\$ 1,348,800	\$ 440,000	\$ 1,975,000	
IMPO1702228	Carmel	106th & Lakeshore Drive Roundabout	Intersection or Intersection Groups		40		\$ 1,352,560	\$ 338,140	\$ 1,793,700	
IMPO1702246	Hamilton County	191st St. at Moontown Rd Roundabout	Intersection or Intersection Groups		39		\$ 3,403,840	\$ 850,960	\$ 5,170,700	
IMPO1702267	Carmel	3rd Avenue Reconstruction Project	Roadway Reconstruction		36		\$ 5,279,160	\$ 1,319,790	\$ 7,690,700	
IMPO1702261	IndyGo	Bus Replacement	Transit Enhancement Capital Projects		100		\$ 5,697,645	\$1,424,411	\$16,395,079	
					Average Score	54		\$124,702,181	\$32,470,832	\$188,136,418

Average Score for Recommended Projects 66

Project is not being recommended for funding.

Total IMPO Cost for Recommended Projects \$41,757,285

Attachment E: TA

Funds Available: **\$4,367,706** (TA) + **\$3,988,391** (STBG for bike/ped)

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	REVISED	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702231	Carmel	116th Street Path from Towne Road to Spring Mill	Bicycle Enhancement	90		\$3,483,566	\$870,892	\$4,354,458
IMPO1702203	Indianapolis	Nickel Plate Trail Pedestrian Bridge over Keystone	Bridge - Other	88		\$4,871,339	\$1,217,835	\$6,089,174
IMPO1702247	Indianapolis	Monon Trail & 86th St Crossing	Bridge - Other	73	83	\$8,521,600	\$2,130,400	\$11,733,000
IMPO1702236	Hancock County	Pennsy Trail from CR300W to CR150W	Pedestrian Enhancement	75		\$4,112,000	\$1,028,000	\$6,910,000
IMPO1702253	Noblesville	Stony Creek Trail	Pedestrian Enhancement	84	74	\$1,783,760	445,940	\$3,276,750
IMPO1702252	Noblesville	Greenfield Avenue Improvements	Pedestrian Enhancement	74		\$7,589,120	\$1,897,280	\$11,786,400
IMPO1702212	Noblesville	156th Street Trail Connection	Pedestrian Enhancement	74		\$1,056,000	\$264,000	\$1,715,000
IMPO1702213	Franklin	Westview Drive Pedestrian Improvements	Pedestrian Enhancement	78	68	\$1,901,400	\$733,700	\$2,635,100
Average Score				80		\$33,318,785	\$8,588,047	\$48,499,882

Average Score for Recommended Projects 89

Project is not being recommended for funding.

Total IMPO Cost for Recommended Projects \$8,354,905

STAFF RECOMMENDATIONS FOR ALL FUNDING CATEGORIES IN SFY 2027

LPA	TOTAL \$	% OF TOTAL \$	# OF PROJECTS
Avon	\$5,483,835	9.05%	1
Bargersville	\$0	0.00%	0
Beech Grove	\$3,445,200	5.68%	1
Carmel	\$3,483,566	5.75%	1
CIRTA	\$720,000	1.19%	1
Franklin	\$0	0.00%	0
Greenwood	\$0	0.00%	0
Hamilton Co.	\$6,867,123	11.33%	2
Indianapolis	\$30,468,203	50.26%	8
IndyGo	\$7,617,390	12.57%	2
Johnson Co.	\$2,536,160	4.18%	1
Lawrence	\$0	0.00%	0
New Whiteland	\$0	0.00%	0
Noblesville	\$0	0.00%	0
Plainfield	\$0	0.00%	0
Westfield	\$0	0.00%	0
Whiteland	\$0	0.00%	0
Whitestown	\$0	0.00%	0
	\$60,621,477	100%	17

PROJECT TYPE	TOTAL \$	% OF TOTAL	# OF PROJECTS
Intersection Improvement	\$11,868,665	19.58%	4
Roadway Rehabilitation	\$0	0.00%	0
Roadway Reconstruction	\$11,762,960	19.40%	1
Bridge Replacement	\$2,548,000	4.20%	1
Bridge Rehabilitation	\$5,975,162	9.86%	3
New Road Construction	\$0	0.00%	0
Existing Roadway Widening	\$11,454,395	18.89%	2
Bicycle Enhancement	\$3,483,566	5.75%	1
Pedestrian Enhancement	\$4,871,339	8.04%	1
Transit Enhancement	\$8,337,390	13.75%	3
Other	\$320,000	0.53%	1
	\$60,621,477	100%	17

POLICY GOALS	TARGET %	TARGET \$	PROPOSED %	TOTAL \$
Road + Road Geometry	32.93%	\$ 19,962,668	39%	\$23,631,625
Bridge Preservation	21.95%	\$ 13,306,425	14%	\$8,523,162
Expansion	24.38%	\$ 14,779,528	19%	\$11,454,395
Bike/Ped	8.54%	\$ 5,177,078	14%	\$8,354,905
Transit	12.20%	\$ 7,395,826	14%	\$8,337,390
Other	0.00%	\$ -	1%	\$320,000
	100.00%	\$ 60,621,525	100%	\$60,621,477

Recommended Projects Funding Review & Comment Opportunity 3/8/24 – 3/18/24

Comment Post: <https://www.indympo.org/news/recommended-projects-funding-review-comment-opportunity>

Local Agency	Relevant Projects	Name	Comment	Response
Indianapolis	Nickel Plate bridge	Jonathon Mullens mullensj1977@gmail.com	I am reaching out to you as a concerned citizen of the neighborhood where said Nickel Plate bridge going over Keystone would be built. As a resident who drives keystone avenue on a regular basis, I feel a bridge would be the safest option for a pedestrian or cyclist to cross keystone as many folks tend to drive over the posted speed limit. It would be death for anyone hit by a vehicle trying to cross keystone. Please heavily consider this project to move forward to keep our citizens safe from harm or worse, death.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter , If you have any questions in the meantime please let me know.
Indianapolis IndyGo	Nickel Plate bridge IndyGo bus purchase IndyGo Signal Priority	Emily Brungard brungarde0304@gmail.com	Hello, I'm emailing to share my support for a few of the recommended IMPO projects. I urge the committee to support the road diet and mixed use trail project on Madison Avenue to make the area safer for walkers and cyclists. Additionally, I hope the committee will support the IndyGo bus funding and traffic signal prioritization. I hope that the lane widening project at County Line Road is NOT moving forward. Indianapolis does not need any rider roads. Thank you for your consideration,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter , If you have any questions in the meantime please let me know.
Indianapolis	NickelPlate bridge	Anderson York anderson.w.york@gmail.com	Hello, I am contacting as a leader of the Keystone-Monon Neighborhood, Bellaire Neighborhoods, or what other name we go by this week. The Nickel Plate is one of the biggest investments to my community this city has done since the Fairgrounds landing here in 1892. There's one major problem with it. The 8 lane highway the city calls Keystone Ave separating my community from safely accessing the 95% of the trail north of my community. Without a bridge that trail will essentially end at Keystone or become the pedestrian and cyclist dead man zone. If this bridge is not built, the city will be landlocking a community that is largely African American out of access of this trail and kill any investment that the businesses of 46th street have put into the area anticipating this trail that was set to be finished 4 years ago. We are set for a boom in revitalization once that trail is finished, please help us achieve that success we've been building, by funding this project. I can make myself available for any individual or organization that would walk with me in my community to see just how important that bridge.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter , If you have any questions in the meantime please let me know. <i>I've signed up for your newsletter. Are agendas posted before meetings? And if so, what is the earliest they are available?</i> Sounds good! We publish the full agenda 1 week in advance. We have two transportation committees. The Transportation Technical Committee is advisory and meets 4/3 so the agenda packet will be available 3/27. The Transportation Policy Committee is the decision maker and actually adopts any resolutions. They will meet 4/17 so the agenda will be posted 3/10. I will include your comment in the agenda packet (with your name removed) and give an overview of comments received during the presentation. I'm also forwarding all comments to Indianapolis as we get them. If you have any more questions just let me know!
Indianapolis	Nickel Plate bridge	Christian Mendoza christianmendozacalix@gmail.com	Indianapolis Metropolitan Projects Organization Representative, I am submitting this as a comment for the "Recommended Projects List and Summary" namely, in association to the currently-developing Nickel Plate Trail. As a long-time resident, pedestrian, and head of household, I urge you to--please--consider a pedestrian overpass bridge over Keystone Avenue and it's intersection with the Nickel Plate Rail. As an avid urban enthusiast, I bike and walk not for fun or just exercise but transportation. I bike to and from work, from the 49th and Keystone neighborhood (across from the 91 IPS School), across Keystone to 62nd and Binford. Everyday. 13 miles in total, which takes about 40 minutes. Taking the nickel plate diminishes my commute about half as I didn't have to get out of my way to go to the monon trail in order to be safe. I know this because I've dinner it, whilst putting myself in danger trying to cross keystone Ave. Even if there are extra funds that are required in order to be able to complete a pedestrian overpass bridge project over the Keystone stroad--it is better for the community to really behind fundraising, than to await for a serious accident to destroy a member of our community.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter , If you have any questions in the meantime please let me know.

			As the owner of multiple properties in the SoBro neighborhoods--where not only I live, but where I have rental properties and extended family members, I urge you to consider this as a priority for safety. You are doing a great job with the entire project, and truly making a positive change to our community. Sincerely,	
Indianapolis	Nickel Plate bridge	Denise Lyons dlyons323@gmail.com	Thank you for giving us the opportunity to be involved in community project decisions. I am adding my voice to the people requesting that a bridge be added at 49th and Keystone as part of the Indianapolis - Nickel Plate Trail Pedestrian Bridge over Keystone - TA/STBG project. Regards,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Jessie Hedrich jessie.hedrich@gmail.com	Hello, I am encouraging a project to complete a bridge over keystone for the nickel plate trail. This is an 8 lane street and will be impossibly dangerous for anyone to cross. I live in the area with 3 small kids and love to use the Monon. We plan on frequenting the Nickel plate. Thank you,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Mel Denaro mdenaro57@gmail.com	Please ensure a bridge over Keystone is built as part of the Nickel Plate Trail. Not including a bridge for the trail at that intersection is only asking for the trail to be a failure at connecting the surrounding areas to downtown and vice versa, defeating the purpose of building the trail. This is a dangerous area of Keystone for cars to cross even at the lights, it is nearly impossible to cross safely on foot or bicycle. Thank you for your consideration,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Amanda Grube amandagrube78@hotmail.com	It would be a wonderful addition to the city that the Nickel Plate Trail had a bridge over the Keystone Ave area near 53rd/52nd street so the trail could be continuous instead of diverting into the neighboring area. The Monon trail received a bridge over 38th Street, so it would be a feasible place to put another bridge over Keystone Ave. Thank you for your consideration.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Michael Packer packer.m@gmail.com	Greetings, I am writing to express my support for the construction of a bridge for the Nickel Plate Trail, to allow access over Keystone avenue near 49th street. It would be a true public safety hazard to require trail users to cross Keystone by way of a pedestrian crossing. In the past, I have used the Monon trail to cross busy streets, such as 38th street at the State Fairgrounds and 126th street in Carmel. Even with crossing signals, making those crossings was a roll of the dice. Both crossings now make use of a bridge and user safety is greatly improved and vehicle traffic is not impeded. Please make use of available funds to create this needed bridge sooner rather than later. Thank you,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Bethany Allision bethany.akerhielm@gmail.com	I would like to share my support for a bridge to be built for the Nickel Plate trail where it is set to cross Keystone Ave. Due to people traveling well above the speed limit, and often weaving between lanes, I think this is the safest way for residents to enjoy the trail. Thank you for your consideration,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let me know.
Indianapolis	Monon 86th Street Bridge	Tess Woods tess@bikeindianapolis.org	I am writing to request funding for a bridge to be constructed over 86th St. & the Monon. As one of the busiest intersections along the entire greenway, with 35K motor vehicles daily and over 1 million trail users yearly, this bridge is essential to saving lives. With 2 fatalities in 2021 and continued incidents of vehicle/cyclist collisions, it is imperative that this change is made for the safety of all. A citizen-led traffic study found after analyzing a 5 hour video that there were: <ul style="list-style-type: none"> • 40 crosswalk encroachments (Vehicles blocking crosswalk) • 86 right turn on red/1 left turn on red • 11 red light run • 21 people using the crosswalk simultaneously • 2 gridlocks at the intersection, and, 	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.

			<ul style="list-style-type: none"> one near collision with two cars. <p>These points indicate a clear and present dangers to trail users. This intersection continues to be a crash-prone crossing for pedestrians and cyclists. We cannot afford any more losses due to inadequate safety measures at this intersection. A bridge at this location is essential and I urgently request this be funded in 2027.</p>	
Indianapolis	Monon 86 th Street Bridge	Carlos Lemus carlosalemus@gmail.com	<p>To Whom It May Concern</p> <p>I am writing to express my deep concern over the persistently dangerous conditions at the intersection of 86th Street and the Monon Trailway, one of the busiest intersections along the entire greenway system, with an alarming daily traffic of 35,000 motor vehicles and over a million trail users annually. Tragically, this intersection witnessed two fatalities in 2021, and just recently, on March 2, 2024, two bicyclists were struck by drivers. These incidents are not only heartbreaking but also a clear indication that the current safety measures are grossly inadequate.</p> <p>Our community conducted a citizen-led traffic study analyzing 5 hours of non-overlapping video footage, which unveiled several alarming statistics:</p> <ul style="list-style-type: none"> 40 instances of Crosswalk Encroachment (vehicles blocking the crosswalk) 86 instances of Right Turn on Red and 1 Left Turn on Red 11 instances of Red Light Running 21 instances of multiple people using the crosswalk simultaneously 2 instances of gridlock in the intersection 6 other incidents, including one near-collision of two cars <p>These findings underscore the urgent need for a non-at-grade crossing solution, such as a bridge or tunnel, at this intersection to prevent further injuries or loss of life.</p> <p>The 86th Street and Monon Trailway intersection has proven to be a hazard for pedestrians and bicyclists alike, leading to numerous near-misses, crashes, injuries, and even deaths. The fatal bicycle crashes in 2021 were not isolated incidents but rather a symptom of a larger, systemic problem that demands immediate action. We cannot afford any more losses due to inadequate safety measures at this critical junction.</p> <p>Given the gravity of the situation and the clear evidence of the risks present at this intersection, I implore the Indianapolis Metropolitan Planning Organization to prioritize the construction of a bridge at this location. This project is long overdue, and I respectfully request that it be recommended for funding in 2027 to ensure the safety of our community members.</p> <p>Thank you for your attention to this matter. I look forward to your prompt action to make our streets safer for everyone.</p> <p>Sincerely,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Beech Grove Indianapolis	46th Street & Mitthoeffer Road Roundabout Nickel Plate bridge Monon 86 th Street Bridge	Josiah Keller josiahkeller@gmail.com	<ol style="list-style-type: none"> I am delighted to see a recommendation for funding for a 46th Street & Mitthoeffer Road Roundabout, as I have personally seen the aftermath of several crashes there, feel at risk of a collision every time I drive through, and see on the IMPO Crash Dashboard that there have been 14 incapacitating crashes at that small intersection since 2016. Happy to see a bridge over Keystone for the Nickel Plate Trail. This will be huge for safety, and be able to be built not too long after the trail is completed. Very disappointed about the lack of funding for a grade-separated crossing at 86th Street & the Monon Trail. Multiple people have been killed crossing that road, and several more people walking/running and riding bikes have been hit by cars. Just this month two people on bikes were hit by a truck. Please recommend it for funding in 2027! Every year it is delayed is a year more people get injured or killed. This would be a far better use of money than widening roads in a region that already lacks the funding to maintain existing roads. 	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Hamilton County	116th and Olio roundabout	Kevin and Dawn Bell ddieterbell@gmail.com	<p>We are writing with strong opposition to a roundabout at 116th and Olio. Some intersections are too busy for a roundabout to be practical. A perfect example is the one by Culvers on Olio. It is very impractical. Traffic backs up going north regularly, sometimes cars sit for several minutes waiting for a chance to enter . What is wrong with traffic lights? If you are concerned about safety perhaps Fishers PD should begin enforcing traffic laws. It is commonplace here to run red lights, especially when turning left. Again, strongly opposed to this proposed roundabout .</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon86 th Street Bridge	Alexander Geragotelis alexander.gera	<p>Hello,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those</p>

		gotelis@gmail.com	<p>I am writing in regards to the Indianapolis Metropolitan Planning Organization's recent announcement of recommended projects for 2027. When looking over this list, I noticed an omission, the intersection of the Monon Rail Trail and 86th Street. I bike a lot throughout Central Indiana, having biked the whole length of almost every trail in the IMPO area, including multiple trips along the entire length of the Monon Trail. On these trips from 10th Street to 236th Street, I have found the most dangerous crossing along the Monon to be the crossing on 86th Street.</p> <p>When crossing 86th Street on the Monon, there are several flaws I have observed with the current at-grade crossing. Currently, there are few visual indicators that the crossing is even the proper place to cross the street; you find yourself biking along the trail and all of a sudden have to go along the sidewalk over to an intersection and cross the street on a faded crosswalk after waiting several minutes for a walk sign. Despite the "No Turn on Red" signs, there are often cars turning right on red, even when you have the walk sign and are in the crosswalk. Cars are often speeding down 86th Street, and even waiting on the narrow sidewalk can feel dangerous when cars are going 40+ mph mere feet from you. The portion of the trail from Broad Ripple to 86th Street feels completely disconnected from the portion of the trail that runs from 86th Street to Carmel, because the crossing at 86th Street feels so hazardous and haphazardly constructed. Overall, while the Monon Trail is a great conduit for car free travel, the current crossing at 86th Street feels nothing like the rest of the trail, and leaves me wishing I was more protected while I crossed.</p> <p>I think it would be wonderful if the IMPO recommended the construction of a bridge or tunnel to allow trail users to cross 86th Street without directly crossing paths with vehicular traffic. The current system feels dangerous, and I know that bicyclists are regularly hit and even killed crossing the trail here. The crossing feels similar to the crossing at 38th Street did before the bridge was built over 38th Street. The construction of the 38th Street Bridge was a wonderful addition to the city, making the trail significantly safer, helping traffic to flow along 38th Street, and better connecting the neighborhoods north and south of 38th Street. These positive changes can easily be replicated by building a bridge or a tunnel to allow trail users to cross 86th Street safely.</p> <p>I ask the Indianapolis Metropolitan Planning Organization to recommend a bridge/tunnel at 86th Street for funding in 2027, to make the city safer and honor the lives of the pedestrians and bicyclists who have been killed and injured at the current at grade crossing. I am aware that there are many dangerous crossings and intersections in Central Indiana. But given the Monon Trail's position as the most used multi-use path in Central Indiana, and the multiple members of our community who have been killed at this intersection, I ask that the IMPO recommend funding to improve this crossing.</p> <p>P.S. If you are interested in learning more about one of our community members who was killed at the current Monon and 86th intersection, here are some articles</p> <p>https://www.wthr.com/article/news/local/bicycle-garage-indy-frank-radaker-bicyclist-killed-indianapolis-monon-trail/531-60699a37-a65d-41f1-b8f8-63f631389ec3 https://www.strongtowns.org/press-blog/2022/12/29/indianapolis-intersection-crash-studio</p>	<p>meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Krista Gremos kgremosindy@gmail.com	<p>To whom it may concern:</p> <p>I wish to comment on the proposed bridge at the busy Monon and 86th Street crossing. I have used this crossing multiple times and it is a nerve racking experience every time. The trail enters the crossing at an odd angle making it difficult to navigate. Monon & 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year. Cars perpetually encroach on the crossing or make illegal right hand turns. There have been 2 deaths at this intersection and numerous near misses. A bridge at this location is long overdue. Please recommend it for funding in 2027.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis Avon	Monon 86 th Street Bridge County Line Road Widening Dan Jones Widening	Will Hazen whazen36@gmail.com	<p>To whom it may concern,</p> <p>I am writing to you regarding the 60.6 million dollars in funding for the Indianapolis Metropolitan area. I am disappointed to see approximately \$11 million dollars go to widening roadways in Avon and Indianapolis while long requested improvements to 86th and the Monon go unfunded. Roadway widening will only increase vehicle speeds, cement car dependency, and worsen the safety crisis for pedestrians and cyclists in the Indianapolis Metro. Additionally, the widening will only alleviate congestion in the short term while increasing the infrastructure deficit for local governments.</p> <p>I strongly urge the MPO to reconsider funding these widening projects and strongly consider funding safety improvements at 86th and the Monon trail instead.</p> <p>Respectfully submitted,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis Avon	Monon 86 th Street Bridge	Luke Tenbarga l10barga@gmail.com	<p>To whom it may concern,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those</p>

	<p>County Line Road Widening</p> <p>Dan Jones Widening</p>		<p>I hope this letter finds you well. I am writing to express my concerns regarding the ongoing road widening projects in our city and to advocate for the allocation of funding towards the development of the Monon and 86th crossing.</p> <p>As a resident of Indianapolis, I understand the importance of maintaining and improving our transportation infrastructure to accommodate the needs of our growing population. However, I am concerned about the environmental and community impacts of the current road widening projects. Road widening projects often result in the destruction of green spaces, increased traffic congestion during construction, and long-term negative effects on air quality and noise levels in surrounding neighborhoods. Additionally, these projects can disrupt local businesses and communities, causing inconvenience and economic hardship to residents.</p> <p>While road widening projects may aim to improve traffic flow, they often neglect the safety and well-being of pedestrians and cyclists. As such, I urge the Indianapolis MPO to reconsider its priorities and allocate funding towards initiatives that prioritize pedestrian safety and promote active transportation. One such initiative that deserves immediate attention is the development of the Monon and 86th crossing. This crucial project not only enhances connectivity for pedestrians and cyclists but also improves safety by providing designated crossing points away from vehicular traffic.</p> <p>Investing in pedestrian infrastructure like the Monon and 86th crossing is not only a matter of convenience but a matter of life and death. It is our responsibility as a community to ensure that our streets are safe and accessible for all residents, regardless of their mode of transportation.</p> <p>I implore the Indianapolis MPO to heed the urgent call for action and prioritize funding towards projects that enhance pedestrian safety and promote active transportation. Together, we can work towards creating a city where every resident can move about freely and safely.</p> <p>Respectfully,</p>	<p>meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
<p>Indianapolis Avon</p>	<p>Monon 86th Street Bridge</p> <p>County Line Road Widening</p> <p>Dan Jones Widening</p>	<p>Landon Davison landon.davison@gmail.com</p>	<p>I am a constituent living in the woodruff place neighborhood on the near east side. I write today to express my disappointment at 11 million of the 60.6 million available funds being earmarked for widening roads. Indy already has the widest urban roads I have ever seen, and widening roads should not be a priority for these funds. Wider roads will lead to local infrastructure deficits and exacerbate the pedestrian and cyclist safety crisis we are experiencing. Please use these funds on bike trail improvements such as the monon and the exciting 10th st Greenway proposed by the folks from Community Heights. Their tactical urbanism project shows how wider roads contribute to speeding and crashes and do not keep our communities safe. Please do not spend this money on widening roads.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
<p>Indianapolis Avon</p>	<p>Monon 86th Street Bridge</p> <p>County Line Road Widening</p> <p>Dan Jones Widening</p>	<p>Nathan Height nheight001@gmail.com</p>	<p>I am reaching out as a concerned citizen regarding the lack of funding for safety improvements at 86th and The Monon. Incident after incident at this location has shown that there is a substantial need for increased pedestrian and cyclist infrastructure for this intersection. Lives will be lost if these improvements are not made.</p> <p>I request that you consider funding this infrastructure over other project such as widening roads in Indianapolis suburbs (which will only be a temporary solution to their traffic concerns).</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis Avon	County Line Road Widening Dan Jones Widening	Brian Gulden brian.gulden@gmail.com	Hello, I am writing to express my opposition as an Indianapolis resident to the expansions of the roads in Avon and at County Line Road. Indianapolis currently cannot maintain the over 8000 lane miles of road currently in existence and has billions in backlog. Expanding roads without a corresponding reduction in lane miles is fiscally irresponsible and the expansion in these spaces are only encouraging sprawl outside the borders of Marion County. This will compound the problems with road maintenance and funding. Additionally, road expansions such as these will encourage drivers to speed and create unsafe conditions for motorists and pedestrians alike. The road designs proposed are unlikely to be designed for safe speeds and not encourage traffic calming.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.
Indianapolis Avon	Monon Bridge County Line Road Widening Dan Jones Widening	Clint Unger clint.unger@gmail.com	I am writing to you regarding the \$60.6 million in funding for the Indianapolis Metropolitan area. I am deeply disappointed to see \$11 million go to widening roadways in Avon and Indianapolis while long requested improvements to 86th and the Monon go unfunded. Roadway widening will only increase vehicle speeds, cement car dependency, and worsen the safety crisis for pedestrians and cyclists in the Indianapolis Metro. Additionally, the widening will only alleviate congestion in the short term while increasing the infrastructure deficit for local governments. I strongly urge the MPO to reconsider funding these widening projects and strongly consider funding safety improvements at 86th and the Monon trail instead.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 th Street Bridge	Vern Farnum vfarnum@ymail.com	The dangerous intersection of the Monon with 86th Street is the reason I will not ride the Monon, and why I will not take my grandchildren on the Monon. It is dangerous and deadly intersection. I was nearly hit 4 times by inattentive drivers at this intersection. It is quite sad that safety is less important than cost. I hope you all will reconsider and make Indy a safer place to bicycle.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.

Indianapolis	Monon 86 th Street Bridge	Therese Staublin bicyclebabe@yahoo.com	<p>Please give priority to funding for a bicycle/pedestrian bridge at 86th and Monon Trail. This intersection is highly used and is very dangerous for cyclists and pedestrians. The trail design in this area was not ideal when it was initially designed. It requires sharp turns on a bicycle in a narrow space. These are difficult to negotiate even for an experienced cyclist without the added danger of oncoming trail traffic and cars turning onto a busy street. Today that car traffic is heavier with more businesses and Monon Trail traffic is heavier as well.</p> <p>We do not need more lives lost to justify this project.</p> <p>In 2017, Indianapolis was named most improved bicycle friendly city. We could go for this award again. Cycling and walking are better for Indy because they are better for commuting, for health, for air quality, and for relieving car congestion on our roads.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Nancy Garcia nancy@dollensofc.com	<p>My input is to put a bridge over 86th. St. In Nora at the Monon. Very Urgent issue!!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Catherine Lockhart catherinegrace07@gmail.com	<p>A bridge at this 86 and the Monon is long overdue. There have been numerous traffic incidents over the years, and even in the last five years of living here. There are students who use this crosswalk to get to/from school, young families use it to get out of the house. Most people will stop at 86 and turn around because they are cautious of the crossing. With the increase traffic from new developments (Crew Carwash, Total Wine and Nora Plaza), there will be more vehicular traffic, making it more dangerous to cross. Please recommend it for funding in 2027.</p> <p>Please reach out with any questions.</p> <p>Thank you, From a concern neighbor and citizen who had made Nora their home</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 th Street Bridge	William Wagnon william@truewill.us	<p>Dear Indy MPO,</p> <p>I was a founding member of Nora Alliance and its first board president. For two years after that, I convened the Nora Center Workgroup of the Nora Alliance, taking lead on the development proposals that came to us. I have studied the crossing closely.</p> <p>I advocate for an enhanced and safer street-level crossing, and do not want to see either a bridge or a tunnel here. Here is why:</p> <ul style="list-style-type: none"> * we need something now and should not have to wait for the long funding, design and engineering and construction cycle to improve this crossing. * a wider cross walk section with enhanced markings, signage and lights can be effective to make the crossing safer. Right now a lot of crossing traffic must pass through a poorly marked 4' wide sidewalk crossing; it definitely needs to be improved but I think this can be effectively done at street-level. BSU' CAP Center Master of Urban Design students did concept work to develop this idea in 2019. * I would like the north and south sides of the crossing to also be enhanced access points to the shops and amenities in Nora Center. A bridge or tunnel will have a launch and landing that stretches from (probably) the YMCA to the north end of Nora Plaza. It will be a detriment to encouraging shops and restaurant visitors, and walkers and cyclists will have to follow a longer route and backtrack to get off the trail and into the commercial center. We want people to visit and enjoy Nora Center, not flyover it. * the structure (bridge or tunnel) will discourage trail-facing entrances and access points to the shops and commercial centers that could enhance Nora's public outdoor spaces. No business or developer will invest in trail-facing entrances if these entrances only open onto a concrete bridge structure. * a well-designed crossing can also have traffic calming impacts on 86th street, thereby improving pedestrian and cyclist safety. With 160: school buses coming and going multiple times a day, and all the cars going to Crew Car Wash passing along 86th St, traffic calming here is a much need aspect of improvement. It will not be sufficient just to get walkers and bikers away so the cars can speed by oblivious to other modes of transportation. <p>I'd be happy to join a constructive conversation on the topic.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Dolly Craft dollybike317@gmail.com	<p>While I cannot accurately judge the proposed listing of recommended projects for 2027, I am more than surprised, I am angry, that a bridge or tunnel at 86th Street and the Monon is not included in recommended projects. This is one of the busiest intersections along the entire greenway system. We know of 2 fatalities in 2021 and regular injuries to pedestrians and cyclists at this intersection. According to traffic studies over 35,000 vehicles pass by each day and more than 1 million trail users.</p> <p>While I recognize that the cost of this bridge/tunnel is high, if funding is further delayed, how many more lives will be lost?? Please reconsider the number of lives impacted by doing nothing at this intersection!!!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Jennifer Boehm jrboehm22@gmail.com	<p>I'm writing to express my support for the proposal to build a tunnel or bridge at 86th and the Monon. This intersection has proven to be dangerous and will only be increasingly so. There are two apartment complexes opening at 96th and Westfield that will increase the number of people on the Monon by hundreds. Plus, another new development is being proposed on the west side of Nora Plaza which, again, will increase pedestrian and bike riders at that intersection. This is such an important project for the Nora community and the safety of our residents.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 th Street Bridge	Bailey Kuhn bjk1095@aol.com	<p>To Whom It May Concern:</p> <p>I hope this email finds you well. I am writing to draw your attention to a matter of critical importance regarding the safety of pedestrians and cyclists at the intersection of Monon and 86th Streets.</p> <p>As one of the busiest intersections along the entire greenway system, Monon & 86th witnesses approximately 35,000 motor vehicles per day and serves over 1 million trail users annually. Despite its high traffic volume, the intersection lacks adequate safety measures, leading to tragic consequences. In 2021 alone, we mourned the loss of two lives due to fatal accidents, and just ten days ago, two bicyclists were struck at this intersection.</p> <p>A recent citizen-led traffic study has further highlighted the alarming safety issues at this intersection. The study revealed numerous instances of crosswalk encroachment, red light running, and other hazardous behaviors, underscoring the urgent need for intervention. With 40 instances of crosswalk encroachment, 11 red light violations, and various other incidents observed in just five hours of video analysis, it is evident that the current infrastructure is woefully inadequate to protect vulnerable road users.</p> <p>The Monon & 86th intersection has become synonymous with near-misses, crashes, injuries, and tragic fatalities. The fatal bicycle crashes in 2021 were not isolated incidents but rather symptomatic of a larger systemic problem that demands immediate attention. We cannot afford to wait for more lives to be lost before taking decisive action.</p> <p>Therefore, I implore you to prioritize the implementation of a non-at-grade crossing, such as a bridge or tunnel, at this intersection without delay. Such infrastructure upgrades are long overdue and are essential to ensuring the safety and well-being of all trail users and motorists. I urge you to recommend funding for the construction of a bridge at this location in the upcoming budget allocations for 2027.</p> <p>The safety and lives of our community members are at stake, and we cannot afford to delay action any longer. Your leadership and support in addressing this pressing issue are crucial. Together, let us work towards creating safer streets and protecting the lives of all who use our roadways.</p> <p>Thank you for your attention to this matter.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Marah Buzzard marah.buzzard@bmo.com	<p>Good evening,</p> <p>As the manager of the BMO Bank in Nora, I have a constant view of this intersection throughout the week. It is a hazardous area as numerous people run the red-light, turn right on red more than not, and overall, traffic is busier in this area more than it has been in the last ten years from my understanding with placement of the Aldi, Total Wine, and soon to be Crew Carwash. I've seen multiple areas of the Monon, and the foot/bike traffic on the Trail in Nora is by far the heaviest.</p> <p>My employees have witnessed one of the fatalities prior to me come to this branch, and we have all been advocates of there being an improvement made to the trail to bring more awareness and more safety to its patrons.</p> <p>If a bridge or tunnel is not considered for the 86th/Monon intersection, then Indy is not doing its part to provide safety to its many residents. I could only imagine that if more accidents occur, the less people will use the historic trail we all so love. I would hate to see another piece of history wither away.</p> <p>A bridge at this location is long overdue and I recommend the funding of this project for 2027.</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Heidi Kline heidiklinedc@gmail.com	<p>This intersection is continuing to get busier and monon users continue to be at serious risk. Please consider doing something about this intersection. A bridge or a tunnel separating motorized vehicles and monon users will save the most lives and decrease the most injuries.</p> <p>Thank you for your time. Mom to a 12-year-old who will use this cross several times a week to get to the Nora library and the new Northview elementary school.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 th Street Bridge	Thomas Kenney tabkenney1@gmail.com	<p>To the Indianapolis Metropolitan Planning Organization,</p> <p>The intersection at Monon & 86th stands as a critical juncture within the greenway system, witnessing a staggering influx of both motor vehicles and trail users. Tragically, it has also become a hotspot for accidents, with two fatalities and recent incidents of cyclists being struck this month alone. Urgent action is imperative to prevent further harm.</p> <p>A citizen-led traffic study underscores the pressing need for intervention, revealing alarming statistics of crosswalk encroachments, red light violations, and other safety breaches. This intersection's history of near-misses, injuries, and fatalities underscores the urgency of the situation.</p> <p>A non-at-grade crossing, such as a bridge, is essential to safeguard pedestrians and cyclists. The proposal for funding a bridge at this location in 2027 is long overdue and merits your full recommendation. We cannot afford to delay any longer, as every day without proper safety measures puts more lives at risk.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Vern Farnum vfarnum@ymail.com	<p>To whom it may concern,</p> <p>As an avid biker, the Monon is a place I spend a lot of my time. The intersection at 86th is and has been the most alarming place to cross, especially when I have my children with me. The sheer amount of traffic alone is enough to make me want to turn around. Something has to be done to prevent more fatalities and near-misses. Please consider this proposition, it is long overdue.</p> <p>Sincerely,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Antone Sgro asgro@ratiodeign.com	<p>Greetings,</p> <p>I found online that a bridge at Monon & 86th was not recommended for funding. As a resident of Indianapolis and a regular user of the Monon, this is disappointing.</p> <p>Monon & 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed. Most other on-street crossings along the Monon are two-lane roads. This intersection requires pedestrians and bicycles to cross 5 lanes!! That's significant.</p> <p>Please reconsider funding the bridge to ensure safe pedestrian and bicycle usage of our vast network of sustainable infrastructure. Not prioritizing safe, sustainable infrastructure speaks volumes to the citizens of this city.</p> <p>Thank you for your consideration.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Anne Schneider amschneider7@gmail.com	<p>Hello,</p> <p>My name is Anne Schneider and I live in the Windcombe neighborhood at 81st and College. Our property backs up directly to the Monon, and its proximity to the Monon was one of the main reasons why we purchased a home in the area. We walk our dog on the Monon, use the trail to walk to Nora Plaza, and do much of our routine shopping along 86th Street. Our neighborhood has several high school and middle school-age students who walk to school using the trail.</p> <p>It is glaringly obvious that the intersection of the Monon and 86th is one of the worst in the area, and arguably one of the worst on the Indianapolis side of the trail. There is little to no indication that the trail crosses the road, (the zebra striping is worn at best,) or that drivers need to be cautious of trail users. We have had to grieve the loss of two users in 2021 alone.</p> <p>I have personally observed several red-light runners and people who ignore the no-turn-on-red. If basic traffic laws are not enforced in the area, physical interventions must be implemented to protect the students and neighbors who utilize the trail.</p> <p>I strongly recommend that IMPO consider funding a tunnel or bridge, however understand that funding for such a project is a costly and time-consuming process. In the meantime, I recommend smaller interventions such as re-painting the pedestrian striping and providing solar-powered LED flashing pedestrian crossing signs. These are minimal cost and have been successful as attention-grabbers at other Monon intersections.</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 th Street Bridge	Gayle Spencer gaylemspencer@gmail.com	I believe the bridge would be the best over 86th street	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 th Street Bridge	Bret Wolfe Bret.Wolfe@bmo.com	Good morning, I wanted to reach out and comment as to how necessary a bridge or tunnel for the Monon Trail is at 86 th street. Since 38 th street has gotten a bridge this is now the busiest street the Monon crosses in Indianapolis. I also recommend this as a witness to one of the fatalities that occurred there in 2021. Cars regularly violate the "no right on red" sign next to the crosswalk and it is a constant threat to the pedestrians crossing 86 th . The bridge over 38 th street has made riding the Monon a significantly better experience and another bridge over 86 th would truly make the Monon an urban bike trail that would be the envy of the entire Midwest. Please recommend funding a bridge or tunnel for the Monon trail to cross 86 th street. Thank you for your consideration.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 th Street Bridge	Chris Welsh leonard-blanche@comcast.net	Please build this bridge to save lives. All the new construction of apartments and retail make this a very busy and dangerous intersection. Chris Welsh Nora Resident and user of the Monon Trail	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 th Street Bridge	Peg Langford pegslangford@gmail.com	Greetings :) As an area resident that frequently crosses this intersection, we would appreciate any intervention that would improve the safety. Thank you very much!	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 th Street Bridge	Tammy Ruel tammyruel@gmail.com	Dear IndyMPO, Please continue to consider funding the Monon Trail and 86th St crossing bridge to address major safety concerns in that area. The 86th street and Monon railway intersection continues to be a crash-prone crossing for pedestrians and bicyclists. I fear it will only continue to get worse with more traffic as the new stores open in the Nora plaza and the addition of Mikes carwash opening in Nora soon as well driving even more traffic to the area. 1. Monon and 86th is one of the busiest intersections along the greenway system with over 35k motor vehicles/day and more than 1 million trail users a year. 2. It is a major crosswalk for neighborhood students to get to and from school each day. Many students walk or bike to North Central High School and Northview Middle School. Before and after school I have personally seen many close calls at this intersection with cars failing to obey the lights and signs - putting our kids in danger! 3. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024). I have also seen numerous close calls and have almost been hit myself by vehicles not paying attention or disregarding signage. This specific intersection has led to deaths, many near misses, crashes etc. and really needs some immediate attention. A bridge at this location is long overdue. Please recommend it for funding in 2027. Sincerely,	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter . If you have any questions in the meantime please let us know.

Indianapolis	Monon 86 th Street Bridge	Susan Hartling shartling1@gmail.com	<p>1. Monon & 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year.</p> <p>2. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024) at this intersection.</p> <p>3. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed.</p> <p>4. A citizen-led traffic study found the following when analyzing 5 hours of non-overlapping video:</p> <ul style="list-style-type: none"> • 40 Crosswalk Encroachment (vehicles blocking crosswalk) • 86 Right Turn on Red / 1 Left Turn on Red • 11 Red Light Running • 21 Multiple people using crosswalk simultaneously • 2 gridlock in intersection • 6 Other incidents including one near-collision of two cars <p>5. The 86th Street and Monon Trailway intersection continues to be a crash-prone crossing for pedestrians and bicyclists. This specific intersection has led to many near-misses, crashes, injuries and even deaths. The fatal bicycle crashes in 2021 were not isolated cases but a symptom of a larger problem that needs immediate attention. We cannot afford any more losses due to inadequate safety measures at this intersection.</p> <p>6. A bridge at this location is long overdue. Please recommend it for funding in 2027.</p> <p>I personally avoid crossing this intersection on the Monon as it is increasingly too dangerous. Cars disobey the traffic signals. So now I choose to stay south of 86th on the Monon Trail. And when I drive through this area I cringe for the pedestrians and the bicyclists trying to cross the intersection. It seems there is more than enough evidence to fund a solution for this dangerous intersection, particularly if we want to be a walkable city.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	B. Langford bruce.langford.12@gmail.com	<p>Hello!</p> <p>As an area resident that crosses this intersection frequently, I would recommend more attention be given to the safety. Any improvement would be appreciated.</p> <p>Thank you</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Melissa McCarty mjdegroff@yahoo.com	<p>The intersection of East 86th Street and the Monon Trail is a very busy intersection, both for motor vehicles (average of 35K/day) and for trail users (more than 1 million/year, averaging nearly 3,000/day). The combination of motor vehicles and pedestrians/bicyclists has proven to be extremely dangerous for trail users.</p> <p>There were 2 fatalities at this intersection in 2021, including one very experienced daily bicycling commuter. The problem was not isolated to 2021, either: 2 bicyclists were hit at this intersection earlier this month.</p> <p>A recent citizen-led traffic study found the following after reviewing 5 hours of video of this intersection:</p> <p>40 crosswalk encroachment (vehicles blocking crosswalk); 86 right turn on red violation; 1 Left Turn on red violation; 11 vehicles going through a red light; and 6 other incidents, including one near collision of two cars</p> <p>A non-at-grade crossing (bridge or tunnel) at this intersection would protect trail users and reduce the dangerous interaction of motor vehicles and trail users. . Please recommend a bridge or tunnel for funding at this location, in 2027 or sooner to prevent future collisions, injuries and deaths.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 th Street Bridge	Matt Kirchhoff matt.kirchhoff@live.com	<p>Recommendation and request for funding for improvements to the Monon crossing at West 86th Street:</p> <ol style="list-style-type: none"> 4. The intersection of Monon & 86th stands as a critical juncture within the greenway system, accommodating a daily flux of 35,000 motor vehicles and hosting over a million trail enthusiasts annually. 5. This crossroad has witnessed two tragic fatalities in the year 2021, and as recently as March 2, 2024, two cyclists have suffered collisions here. 6. The urgent establishment of a non-at-grade crossing (be it a bridge or tunnel) is imperative to prevent further incidents of collision and casualties. 7. A diligent traffic analysis conducted by local citizens over a span of five hours of continuous video footage revealed: <ul style="list-style-type: none"> • 40 instances of Crosswalk Encroachment (vehicles obstructing the crosswalk) • 86 occurrences of Right Turn on Red alongside 1 Left Turn on Red • 11 instances of Red Light Violations • 21 occasions where the crosswalk was utilized by multiple individuals simultaneously • 2 instances of complete gridlock within the intersection • 6 other incidents, including a narrowly-avoided vehicular collision 8. Persistently plagued by accidents, the 86th Street and Monon Trailway intersection has become notorious for endangering pedestrians and cyclists. The fatal accidents involving bicycles in 2021 are indicative of a broader issue that demands swift resolution. The community can no longer bear the toll of preventable tragedies stemming from insufficient safety infrastructure at this locale. 9. The construction of a bridge to ensure the safety of this intersection is a measure that has been deferred for too long. It is my earnest plea that this project be prioritized and allocated funding in the year 2027. 	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon86 th Street Bridge	Lee Hull Moses leehullmoses@gmail.com	<p>Hello there -- I'm writing to express support for a bridge or tunnel at the 86th Street crossing of the Monon trail. That is such a heavily trafficked crossing, both on the trail and on the street, and it is incredibly dangerous as is. The recent deaths and injuries are proof that something must change.</p> <p>I use the Monon several times a week, as does my husband and our two children. We cross at that intersection often and have seen firsthand how dangerous it can be.</p> <p>The Monon is such a treasure of this city and we really need to do everything we can to protect it and make it safe for all of us.</p> <p>Thank you for your consideration.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Scott Langford scott@trinitytiming.com	<p>Hello MPO,</p> <p>As a citizen in the Nora community. I am thrilled to hear that a future bridge/tunnel project is considered at 86th and Monon. I believe this is an item number for your system. IMPO1702247</p> <p>In reviewing the project list it appears a bridge is slated ahead of 86th street and Monon OR Keystone & Nickel Plate (if I am reading it correctly). I believe both projects are worthy opportunities but strongly feel that the long established Monon trail intersection should be reconsidered as first. We have had fatalities in recent years and there is significant pedestrian traffic here. Each day not only active Monon commuters, runners, and walkers use the trail but lots of North Central High School students (each morning and afternoon). With the continued growth in the area with car traffic and pedestrian traffic - a safer solution would be greatly appreciated.</p> <p>Please consider my comments for future planning. We appreciate your continued work to make Indiana a treasure!</p> <p>Sincerely,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	Janet I. Harris hmdatindy@msn.com	<p>Please consider a bridge or tunnel for the Monon crossing at 86th Street. An elegant bridge design could be an amenity for the Nora commercial district. The bikes and pedestrians need to be separated.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

IndyGo	N/A	<p>Scott Callan</p> <p>imscottcallan@gmail.com</p>	<p>In the likelihood that I will not be able to attend this meeting directly, but I'm hoping to remotely, I am posting this comment for consideration. For the past several months now I have been struggling to resolve issues relating to IndyGo Accesses taxi vouchers.</p> <p>I stopped driving two years ago due to my macular degeneration, and I have attempted to use public transportation to get to work. However, due to me working late hours, I have been dependent on other sources such as Lyft and Uber, which can be expensive on a daily basis. I got accepted to participate in IndyGo access. I purchased taxi vouchers a year ago, 10 of them, and have yet to use one. The problem is that the taxi services available have not come through. Hoosier Taxi Will not run that late, and ZTRIP's the primary vendor, has failed to pick me up even once when I have requested rides in advance. I have a very nice person named Deborah at IndyGo attempting to help me resolve this matter. We did a three-way call with ZTRIP, which was unsuccessful at reaching someone who could answer our questions about the problem. Since then, Three weeks have passed, and Debra has attempted to reach ZTRIP's for information as to why they seem unable to pick me up when I request a ride. The answer is still forthcoming.</p> <p>I am attempting one last time to communicate this issue to you, and to the management of this transportation service. It doesn't seem like rocket science to get an answer to this problem and have it resolved. There is clearly a bureaucratic brick wall that I cannot pass through, and I don't know how to.</p> <p>I currently have experienced a loss of income due to downsizing my job, which makes these expenditures more difficult for me to manage. Therefore, I am insisting on getting to the bottom of this matter once and for all. I will do what is necessary to get attention drawn to this, be that going to social media, or other means. But I will no longer be ignored and marginalized by this situation. If I seem blunt, that's because this has gone on for an inordinate amount of time, with no clear answer in sight. I have talked to numerous people at IndyGo, going over the situation with them numerous times, I'm getting nowhere. Clearly I must change my strategy.</p> <p>I will be paying attention to IndyGo's response,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 th Street Bridge	<p>Tammy Jousset</p> <p>tammyjousset@gmail.com</p>	<p>Hi</p> <p>I would like to share that I am a long term nora/Indianapolis resident and user of the Monon. The 86th Street crossing has always worried me. There are the known deaths, and reported accidents. However there are the unreported incidents and close calls.</p> <p>I fell off my bike once as I was preparing to stop on the narrow side walk in front of the bank on the north side. Split my hand open and required stitches. Almost passed out on my way back home to our car.</p> <p>I have seen Sunday morning yellow flashing lights where the trail users need to dodge high speed traffic to do a crossing. Some of these users had carriers / hitched carts attached for their children to ride along.</p> <p>I would encourage the city to be bicycle friendly and put in the most cost effective safe crossing. This will allow that our drivers don't have to be on alert for a High volume of pedestrian traffic on a highly commercial street. Imagine someone who isn't familiar with this part of town navigating the unknown area, seeking that speciality store, and they found that this crossing had missed their attention that was required for it to be safe for those crossing it. As we all are human and accidents do happen.</p> <p>Especially when you take in account the number of pedestrians hit by cars have had an upwards trend. Which means we need to be more proactive than the past.</p> <p>https://www.iihs.org/topics/fatality-statistics/detail/pedestrians</p> <p>Thank you for preventing the next accident that could of and should of have been prevented.</p> <p>Please consider what funding could potentially be obtained by our largest employers, such as the Lilly Endowment.</p> <p>Kindest regards,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

<p>Indianapolis</p>	<p>86th and Monon Bridge</p>	<p>Thor Wood thor@snapshyt.com</p>	<p>Hello. The intersection crossing of the Monon Trail at 86th Street is one of the most dangerous pedestrian and bicyclist crossings in the city of Indianapolis and it is urgent that the city address this intersection! We are asking for action to remedy the impact of future crashes, injuries and death.by recommending this intersection for funding. Please consider including this in your recommendations.</p> <p>Additionally I fully support the current list of recommended projects by the IMPO, EXCEPT for any project that includes widening of roadways in Avon or Indianapolis. This money should be spent on worthy public good, projects such as the Monon Trail at 86th Stree which has long sought support and funding.</p> <p>The goal of the city, the city council, and all regional parties with a seat at the table needs to be one of action and expeditiousness with regards to pedestrian and bicyclist safety—— the last 24 months of data shows that Indy is 2nd Most Dangerous City for Bicyclists. Further more, data tracked by reputable sources, including, 'Indy Pedestrian/Bicyclist Safety Crisis' which tasks itself with documenting the pedestrian and bicyclist safety crisis in Indianapolis, shows that since January 2021 over 1,280 incidents were reported involving pedestrians and/or bicylists being struck by automobiles (100 dead). This is indeed a crisis that should take all attention and efforts to address. We can do this TOGETHER if we all take it upon ourselves to make it priority #1 for our vibrant GROWING city.</p> <p>THANK YOU</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
<p>Indianapolis</p>	<p>86th and Monon Bridge</p>	<p>Connie Szabo Schmucker cschmucker@bgindy.com</p>	<p>The IndyMPO recently publicized a listing of recommended projects for 2027 and although the City of Indianapolis applied for funding for a bridge at Monon & 86th St., <u>it was not recommended for funding.</u></p> <p>The intersection of Monon and 86th has needed a bridge since the Monon was first built. The longer a non-at-grade crossing is delayed, the more likely more people will get killed or injured at this intersection.</p> <p>Bicycle Garage Indy has been focused on getting improvements made at this intersection since our beloved employee Frank Radaker was killed while crossing 86th Street in October 2021. We are currently pursuing a Tactical Urbanism project at Monon and 86th St.with Nora Alliance and other community partners to make temporary safety improvements until a more permanent solution can be built.</p> <p>It is unbelievable that improvements to this intersection aren't rated the highest in the TA listing. No other project in this list has had fatalities (1 in 2021), and serious injuries (2 bicyclists hit on March 2, 2024). It is not a question of "if", only a matter of "when" another tragedy happens.</p> <p>We recommend that additional STBG or HSIP funds be used to address the safety of pedestrians and bicyclists at Monon & 86th crossing. The revised score for Monon/86th Crossing is 83, significantly higher than most of the recommended projects in STBG and HSIP. Safety of all transportation system users should be top priority. Everyone using the Monon Trail should be able to say they feel comfortable crossing 86th St.</p> <p>A citizen-led traffic study found the following when analyzing 5 hours of non-overlapping video (July 2022): 40 Crosswalk Encroachment (vehicles blocking crosswalk) 86 Right Turn on Red / 1 Left Turn on Red 11 Red Light Running (2 per hour average) 21 Multiple people using crosswalk simultaneously 2 gridlock in intersection 6 Other incidents including one near-collision of two cars</p> <p>The Monon/86th St intersection continues to be a crash-prone crossing for pedestrians and bicyclists. This specific intersection has led to many near-misses, crashes, injuries and deaths and is spotlighted in IndyMPO's Hot Spot Public Survey Map for Safe Streets for All Safety Action Plan. The fatal bicycle crash in 2021 was not an isolated case but a symptom of a larger problem that needs immediate attention. We cannot afford any more losses due to inadequate safety measures at this intersection.</p> <p>A bridge at this location is long overdue. Please recommend this project for funding in 2027.</p> <p>Thank you.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	86 th and Monon Bridge	David Craig davcraig@iupu.i.edu	<p>To Whom It May Concern:</p> <p>I am writing to provide public comment about the need for a safer street crossing where East 86th St. crosses the Monon Trail near North Central High School. The high school and the local stores add to the busy traffic along this northside corridor. As a cyclist, I frequently cross at the crosswalk heading north and south. I ALWAYS wait for the walk sign before trying to cross. Frequently, drivers exiting the Total Wine/Aldi parking lot turn their right cars through the walk sign without ever looking to their left, where pedestrians and cyclists are waiting to cross. Sometimes, drivers run the red lights.</p> <p>There needs to be a much safer crossing for the large numbers of pedestrians and cyclists who use this crosswalk. An elevated bridge or an underground tunnel would both help ease congestion and avoid the danger presented by this crossing.</p> <p>Thanks, David Craig</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Cathy & David Gilmore cgilmore444@gmail.com	<p>We believe a bridge over 86th street /monon would benefit the community in so many ways !</p> <p>A safe zone for pedestrians, bicyclists and car traffic is desperately needed.</p> <p>We are grateful for the city looking to seriously make such an important commitment to the neighborhood.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Patricia Jacoby patjacoby@icloud.com	<p>Hi. I have read recently of the potential project for a bridge over 86th street and the monon</p> <p>Let me just say this is a very dangerous intersection. People who are driving are not heeding even at the light to pedestrians and walkers. A bridge would be a very welcome improvement to this intersection. Thanks for hearing me out.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Tonya Gibson tquin@comcast.net	<p>Hello,</p> <p>I am a resident of Nora and am strongly in favor of a bridge being added to the Monon Trail crossing at the 86th Street Monon crossing. This is such a busy pedestrian and bicycle crossing and with all the business located nearby there is also typically a lot of motor vehicle traffic at all hours of the day. With the new Crew Carwash at Westfield Blvd. opening soon I foresee that the traffic on 86th Street will get even more backed-up which is typically what I have witnessed at other Crew Carwash locations around town. Having the bridge available for pedestrian and bicycle use would both improve the traffic flow and get Monon Trail users safely across 86th Street. I ask that you please consider this project for funding so that we keep Nora safe and convenient for residents, visitors, pedestrians, cyclists and drivers.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Ross Reinhardt rreinhardt9@gmail.com	<p>Hello,</p> <p>I'm writing to provide feedback on the MPO Recommended Project Funding.</p> <p>First, I'm disappointed to see funding going toward road widening projects. It's been clearly established that widening roads increases speeds because it increases the "design speed" (speed at which drivers feel comfortable driving). Adding lanes will just induce further demand and lead to more traffic congestion in the future while saddling us with more expensive roadway to maintain. Multiple lanes also make it harder for pedestrians and cyclists to safely cross a roadway. We need to be looking for ways to prevent roadway deaths by reducing speeds and encouraging other means of travel, which is why I would be disappointed to see us spend money in a direction that gets us further from this goal.</p> <p>Second, I'm specifically disappointed to see that a bridge/tunnel on the monon across 86th street was not selected for investment. Our trails are only going to be as safe and accessible as their most dangerous parts, and while the monon provides an excellent safe and comfortable route for people, the crossing at 86th is very dangerous. This prevents people from taking this route that might have otherwise felt comfortable on the monon, and it has led to several deaths and other incidents.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

			<p>Rather than funding projects that increase the amount of roadway our currently overburdened system needs to support, I would encourage us to invest in where the monon crosses 86th st.. Not only is it the fiscally responsible thing to do in this situation but it's also a great investment in the health and safety of all our roadway users.</p> <p>Thanks, Ross Reinhardt</p>	
Indianapolis	86 th and Monon Bridge	<p>David McCarty mccarty53@gmail.com</p>	<p>The intersection of East 86th Street and the Monon Trail is a very busy intersection, both for motor vehicles (average of 35K/day) and for trail users (more than 1 million/year, averaging nearly 3,000/day). The combination of motor vehicles and pedestrians/bicyclists has proven to be extremely dangerous for trail users. There were 2 fatalities at this intersection in 2021, including one very experienced daily bicycling commuter. The problem was not isolated to 2021, either: 2 bicyclists were hit at this intersection earlier this month.</p> <p>A recent citizen-led traffic study found the following after reviewing 5 hours of video of this intersection:</p> <ul style="list-style-type: none"> 40 crosswalk encroachment (vehicles blocking crosswalk); 86 right turn on red violation; 1 Left Turn on red violation; 11 vehicles going through a red light; and 6 other incidents, including one near collision of two cars <p>A non-at-grade crossing (bridge or tunnel) at this intersection would protect trail users and reduce the dangerous interaction of motor vehicles and trail users. . Please recommend a bridge or tunnel for funding at this location, in 2027 or sooner to prevent future collisions, injuries and deaths.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	<p>Eric Thurston thurstone2@gmail.com</p>	<p>Dear IndyMPO,</p> <p>I am reaching out to bring attention to a pressing issue concerning the safety of our community, particularly at the intersection of the Monon & 86th, a crucial point along our city's most popular trail.</p> <p>Monon & 86th is not just any intersection; it's a bustling hub where 35,000 motor vehicles traverse daily, intersecting with over 1 million trail users annually. This high volume of activity underscores the urgent need for safety enhancements.</p> <p>Unfortunately, this intersection has witnessed tragic fatalities, with two occurring in 2021 alone, and recent incidents involving cyclists just ten days ago. These events highlight the immediate need for action to prevent further injuries and loss of life.</p> <p>To address the safety challenges effectively, we must implement a non-at-grade crossing, such as a bridge or tunnel, to separate vehicular and pedestrian/cyclist traffic and mitigate the risk of accidents. We must provide access to both the Nora town center and schools as well as the Monon trail north to Carmel and south to Broad Ripple in a manner that protects pedestrians and cyclists.</p> <p>A recent study conducted by concerned citizens shed light on alarming traffic behaviors, including crosswalk encroachments, red light violations, and near-collisions. These findings underscore the urgency of implementing safety measures at this intersection.</p> <p>Despite efforts to address safety concerns, the Monon & 86th intersection remains crash-prone, resulting in numerous near-misses, injuries, and fatalities. The incidents in 2021 were not isolated, emphasizing the need for sustained attention and action.</p> <p>Given the ongoing safety challenges at this intersection, the installation of a bridge or tunnel is not just a recommendation; it's a necessity. One of our city's best resources deserves this minimum level of attention to keep it useful and safe for all members of the community. We've even had city council members run for office with fixing this intersection as a primary part of their platform. Therefore, I urge you to prioritize and recommend funding for this critical project to ensure the safety of all road and trail users.</p> <p>Thank you for your attention to this matter. I look forward to your prompt action and favorable response.</p> <p>Sincerely,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	86 th and Monon Bridge	Kelly Weaver kelly@mindfulldesign.com	<p>Please provide funding in 2027 for improvements to the Monon crossing at 86th Street.</p> <ol style="list-style-type: none"> 1. Monon & 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users annually. 2. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024) at this intersection. 3. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed. 4. Students from the High School and young families in the surrounding apartments are in danger when attempting to cross at this location. <p>Thank you, Kelly Weaver</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Matt Ruel ruel.matt@gmail.com	<p>Indy MPO,</p> <p>I'm writing in regards to the IMPO recommended projects for funding for 2027. Please reconsider putting the Monon Trail bridge or tunnel at 86th St. on the recommended project list. This would go a long way towards making this area safer for trail users, bus passengers, and students that pass through this intersection daily. Here are some of my thoughts about why this is needed:</p> <ul style="list-style-type: none"> • We've had a couple of fatalities at that intersection in the past few years, and there will be more. • I ride through this intersection on the way to work every day, and several times per week I experience or witness near misses. • On occasion I drive through this area when school is letting out, and there are dozens of students walking through this area, crossing busy streets both at intersections and wherever they can find a safe place to cross. A bridge would give the kids a safe place to cross on the way to and from school. • In my car I am overwhelmed by the amount that I need to process just to pass through the intersection safely while keeping an eye out for pedestrians and cyclists. <p>In just 5 hours of monitoring, a citizen-led traffic study had the following findings:</p> <ul style="list-style-type: none"> • 40 Crosswalk Encroachment (vehicles blocking crosswalk) • 86 Right Turn on Red / 1 Left Turn on Red • 11 Red Light Running • 21 Multiple people using crosswalk simultaneously • 2 gridlock in intersection • 6 Other incidents including one near-collision of two cars <p>This is shocking in just a 5-hour period, yet it's consistent with what I experience at this intersection every day. A bridge or tunnel at this intersection would go a long way towards keeping the members of this community safe. This project is long overdue, and in my opinion much more critical than some of the other things that did make the list. Please consider recommending this for funding in 2027. Thank you!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Wayne Uhl wuhl756@gmail.com	<p>Hello,</p> <p>Please reconsider the reported recommendation not to request funding for improvements at the dangerous intersection of the Monon Trail and E. 86th Street in Nora. Every cyclist and walker knows how incredibly difficult this intersection is. The lights and "No Turn On Red" signals are ineffective to prevent deaths and accidents. I understand two persons were struck at this intersection recently, and there have been deaths.</p> <p>The best way to prevent deaths and injuries is a bridge like those in Carmel and Westfield. There might be other ways, such as a dedicated light at the crossing instead of directing pedestrians and cyclist to the light just east of the Trail. But the crossing at it exists now is a hot mess and very risky for cars and Trail users.</p> <p>Please recommend funding for a bridge!!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Voicemail – Marcie Carleson 317-691-4812	<p>I live in the area and my Name is Marcie Carleson and I live in the Nora area and have nearly been in a bike crossing crash at that intersection with someone running a red light and I am strongly in favor of a bridge for a pedestrian and bike traffic. I think a tunnel would actually be great and work better but would take longer and take more infrastructure movement but I think a bridge could be built more quickly. Time is of the essence and this is long overdue and we really desperately need a bridge at the 86th and Monon Crossing. Thank you</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	86 th and Monon Bridge Nickle Plate Bridge	Thomas Kube tkube97@aol.com	<p>I am glad to see that the Nickel Plate bridge over keystone has been selected for funding. This will make biking the nickel plate much safer.</p> <p>However I believe we should also be funding a bridge/tunnel at 86th and the Monon trail. This crossing is certainly the most dangerous, now that there is a bridge at 38th street. Multiple people have died, drivers run the red light, they turn on red when they aren't supposed to, etc.</p> <p>Grade separation at this crossing is essential to increase the safety and efficiency of non-automobile transportation, which is key to improving quality of life and helping the environment. If funding this bridge/tunnel comes at the cost of a suburban road widening project, then I say all the better.</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Eric Goldsmith ericgreycles@gmail.com	<p>Please reconsider adding a bridge or tunnel over 86th for the monon traffic to safely cross.</p> <p>2 weeks ago 2 bicyclists were hit. A few years ago someone was killed.</p> <p>You know the rest. So many reasons for...</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Jill Saligoe-Simmel, Ph.D jsaligoe@gmail.com	<p>Hello, I am submitting comments regarding the need for pedestrian bridge (or tunnel) funding at the Monon crossing 86th Street.</p> <p>RE: Recommended Projects Funding Review & Comment Opportunity</p> <p>Monon & 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024) at this intersection. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed.</p> <p>The 86th Street and Monon Trailway intersection continues to be a crash-prone crossing for pedestrians and bicyclists. This specific intersection has led to many near-misses, crashes, injuries and even deaths. The fatal bicycle crashes in 2021 were not isolated cases but a symptom of a larger problem that needs immediate attention. We cannot afford any more losses due to inadequate safety measures at this intersection.</p> <p>A permanent and safe crossing at this location is long overdue. Please recommend it for funding in 2027.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 th and Monon Bridge	Lindsay Langford lglangford@gmail.com	<p>Hello MPO,</p> <p>As a citizen in the Nora community, I am thrilled to hear that a future bridge/tunnel project is considered at 86th and Monon. I believe this is an item number for your system. IMPO1702247</p> <p>We have had fatalities in recent years and there is LARE AMOUNTS of pedestrian traffic. Not only are there plenty of runners/walkers on the trail, but lots of North Central High School and Northview Middle School students (each morning and afternoon). With the continued growth in the area (Nora Plaza revamp) with car traffic and pedestrian traffic - a safer solution would be greatly appreciated.</p> <p>Please consider my comments for future planning. We appreciate your continued work!</p> <p>Lindsay Langford (mom of 2 active Monon Loving Boys)</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>
Indianapolis Avon	County Line Road Dan Jones	Luke Tenbarge l10barga@gmail.com	<p>I hope the people responsible for passing the IMPO transportation plans relish the fact that instead of providing safe, environmentally friendly, and healthy transportation options for local Hoosiers, they are opting to make our roads more dangerous and more harmful to our environment. Indianapolis is one of the least dense major cities in the Midwest and projects being put forth by IMPO are adding to the suburban sprawl and making our city less safe. If Indianapolis is to be positioned well for the future, IMPO needs to immediately focus on increasing density and providing alternatives to car transportation. Cars are not the future for this region and it is disappointing to see more money wasted on road widening year after year.</p> <p>Regards,</p>	<p>Thank you for this comment. We will document this and we will read it to our Transportation Policy Committee at the April 17 public hearing. Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon over 86 th Street	<p>Kelly Schweitzer</p> <p>schweitzerk@yahoo.com</p>	<p>It was with great concern that I learned the MPO is not planning to fund a solution to the Monon intersection with 86th Street. I urge you to please, please reconsider this decision. As a frequent bicyclist on the Monon, I always dread having to cross that intersection. Even approaching it requires extra balance, as the sidewalk is too narrow to accommodate cyclists traveling opposite directions, along with pedestrians. Several years ago I crashed and was injured there. The intersection itself is prone to vehicles that ignore the crossing cyclists and pedestrians in their efforts to leave neighboring parking lots, not to mention those who run red lights. There can also be gridlock along 86th St.</p> <p>Unfortunately we've lost 2 people to that intersection in 2021 and many others have been injured.</p> <p>The use of the Monon has increased dramatically, from the pandemic years onward, as people strive to get outdoors and exercise. Our Greenways are a huge part of making Indianapolis a more attractive city for people to work and live.</p> <p>Please prevent further risks to our community by funding a solution for this problem. A bridge or tunnel is crucial.</p> <p>Thank you for your consideration,</p>	<p>Thank you for this comment. We will document this and we will read it to our Transportation Policy Committee at the April 17 public hearing.</p> <p>Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter.</p> <p>If you have any questions in the meantime please let us know.</p>
Indianapolis	County Line Road Dan Jones Monon Trail and 86th	<p>Tony Cherolis</p> <p>acherolis@gmail.com</p>	<p>Good folks at the Indy MPO,</p> <p>Please remove any and all road lane widening projects from the recommended list. Indianapolis infrastructure spending must not encourage rural and exurban sprawl and more driving trips in the age of climate emergency. The Indy MPO should have a vehicle miles traveled (VMT) reduction goal, with concurrent targets to increase walking, biking, and transit mode share. The Indiana Priority Climate Action Plan already includes VMT reduction (pg 29) as a top priority for reducing climate emissions and air pollution.</p> <p>At the same time, please prioritize and recommend much needed safety projects, such as a bridge or hawk-type stoplight and raised crossing at the Monon Trail and 86th. Indianapolis is getting close to having a connected, safe cross city multi-use trail network. There are several trail / stroad crossings that remain particularly dangerous.</p> <p>I am car-free and living in the Broad Ripple neighborhood of Indianapolis. I commute by bicycle and on foot, with occasional bus trips. Most of my commutes are south to Downtown and my employment, but I have biked through the Monon Trail and 86th Street mess. The routing of the trail over to and through a multi-lane stoplight intersection has been risky each time. There is a lot of distracted and turning traffic, and I've seen folks blowing through red lights at full speed. That is not a safe design for the state's most popular and well used multi-use trail to cross a busy arterial corridor. The intersection design has killed, and it will kill again. I would expect that the intersection design is unsafe for drivers too.</p> <p>Thanks for considering this public comment on Indianapolis infrastructure priorities. Keep up the important work.</p>	<p>Thank you for this comment. We will document this and we will read it to our Transportation Policy Committee at the April 17 public hearing.</p> <p>Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter.</p> <p>If you have any questions in the meantime please let us know.</p>
		<p>Matthew Kuchinski</p> <p>mkuchinski@me.com</p>	<p>If Indianapolis wants to be a modern city, it needs to invest in infrastructure that allows people to recreate and ride themselves to work safely. This should not be a conservative/progressive issue.</p>	<p>Thank you for this comment. We will document this and we will read it to our Transportation Policy Committee at the April 17 public hearing.</p> <p>Agendas for those meetings will be posted on our calendar page and if you would like regular updates please sign up for our newsletter.</p> <p>If you have any questions in the meantime please let us know.</p>



Memo

To: Transportation Policy Committee Members
From: Cole Jackson, Indianapolis MPO
Date: March 7, 2024
Re: Draft IMPO Funding Recommendations for 2027 Environmental Justice Analysis

Background:

Environmental Justice (EJ) refers to the process of evaluating and analyzing the planning process in reference to the most disadvantaged populations. Environmental Justice populations are identified by the federal government as low-income and minority populations. As part of our planning process, we evaluate the impact our projects have on these populations.

For each census block group within the Metropolitan Planning Area, Census 2018-2022 ACS 5-Year Estimates American Community Survey (ACS) data was used to compare the rate of a specific EJ population within the block group to the rate of that population in the overall region. The map identifies which EJ populations for each "Census block group" exceed the regional rate for that population. A "Census block group" is a geographical unit used by the United States Census Bureau. It is the smallest geographical unit for which the bureau publishes sample data (i.e. data which is only collected from a fraction of all households). Typically, Block Groups have a population of 600 to 3,000 people.

Because the IMPO is federally mandated to consider the benefits to and burdens of projects on the minoritized people and low-income households, those categories are specifically highlighted in the map and considered to be Environmental Justice Areas of Attention (EJAs). The map also identifies five other EJ populations including people with limited English proficiency, no college degree, households with no automobiles available, people over the age of 65, and people with disabilities. These groups are not federally mandated for consideration, but are indicated here by the IMPO because they can also be disproportionately impacted by transportation projects.

More info on the IMPO and environmental justice is available on our dedicated [Environmental Justice Areas page](#).

Call for Projects Analysis:

The IMPO received 66 applications for IMPO-managed funding for projects that will go to letting in 2027. Many of these projects transcend multiple block groups.

All Applications Received

- Both Minority/Poverty + 0-2 Other Factors - 12 block groups with a project
- Both Minority/Poverty + 3-5 Other Factors - 17 block groups with a project

- Either Minority/Poverty + 0-2 Other Factors - 23 block groups with a project
- Either Minority/Poverty + 3-5 Other Factors - 15 block groups with a project
- Neither Minority/Poverty + 0-2 Other Factors - 55 block groups with a project
- Neither Minority/Poverty + 3-5 Other Factors – 12 block groups with a project

Recommended for Funding

- Both Minority/Poverty + 0-2 Other Factors - 2 block groups with a project
- Both Minority/Poverty + 3-5 Other Factors - 2 block groups with a project
- Either Minority/Poverty + 0-2 Other Factors - 3 block groups with a project
- Either Minority/Poverty + 3-5 Other Factors - 3 block groups with a project
- Neither Minority/Poverty + 0-2 Other Factors -7 block groups with a project
- Neither Minority/Poverty + 3-5 Other Factors – 1 block groups with a project

Attached to this memo are maps for both the projects that applied for funding and the projects that were recommended for funding. Four recommended projects including CIRTAs commuter connect program, Indianapolis’s Knozone program, IndyGo’s signal project, and IndyGo’s bus purchases were also not mapped.

The following projects are at least partially within a both minority and poverty block group:

- Indianapolis - 46th Street and Mitthoefer Road Roundabout – \$1,568,182 FFE-HSIP
- Indianapolis - High School Road over CSX/Conrail Bridge - \$2,245,346 FFE-STBG
- Indianapolis - 38th Street over Little Eagle Creek Bridge – \$2,214,356 FFE-STBG
- Indianapolis - 46th Street over Indian Creek Bridge – \$1,515,460 FFE-STBG
- Indianapolis – Madison Ave from Martin Street to Pleasant Run Parkway - \$11,762,960 FFE-STBG
- Total: \$19,639,948

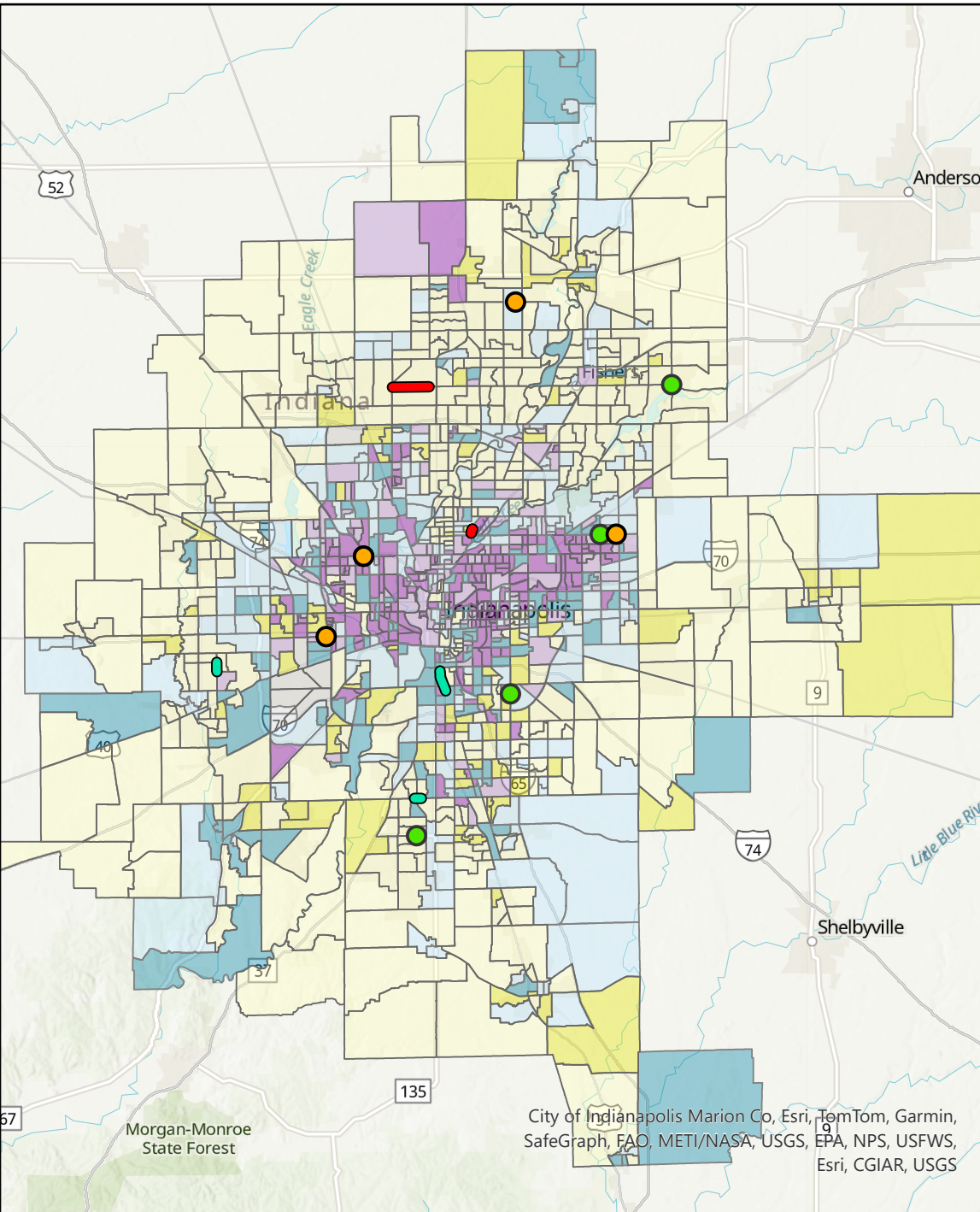
Additionally, the following projects are at least partially within either a minority or poverty block group:

- Hamilton County –161st over Kirkendall Creek Bridge - \$2,548,000 FFE- STBG
- Beech Grove - Emerson and Churchman Roundabout - \$3,445,200 FFE- HSIP
- Total: \$5,993,200

Summary:

This call for projects recommended 17 projects totaling \$60,621,477. Three of these projects are large area projects or lack a geographic location (IndyGo buses and signal prioritization, CIRTAs Commuter Connect, and the Indianapolis Knozone program) and total \$8,657,390. 14 projects have a specific geographic location totaling \$51,964,087. Of these projects with a specific geographic location 5 are at least partially within a both minority and poverty block group and 2 are at least partially within an either minority or poverty block group. Combined this represents \$25,633,148 in investment in environmental justice areas out of \$51,964,087.

Recommended TIP Projects with Environmental Justice Areas



Recommended TIP Projects- Structures Project Type

- Bridge
- Intersection

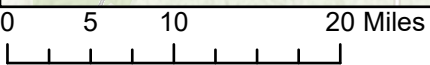
Recommended TIP Projects- Routes Project Type

- Bike and Pedestrian
- Bridge
- Roadway

EJ Areas 2024

EJ Areas

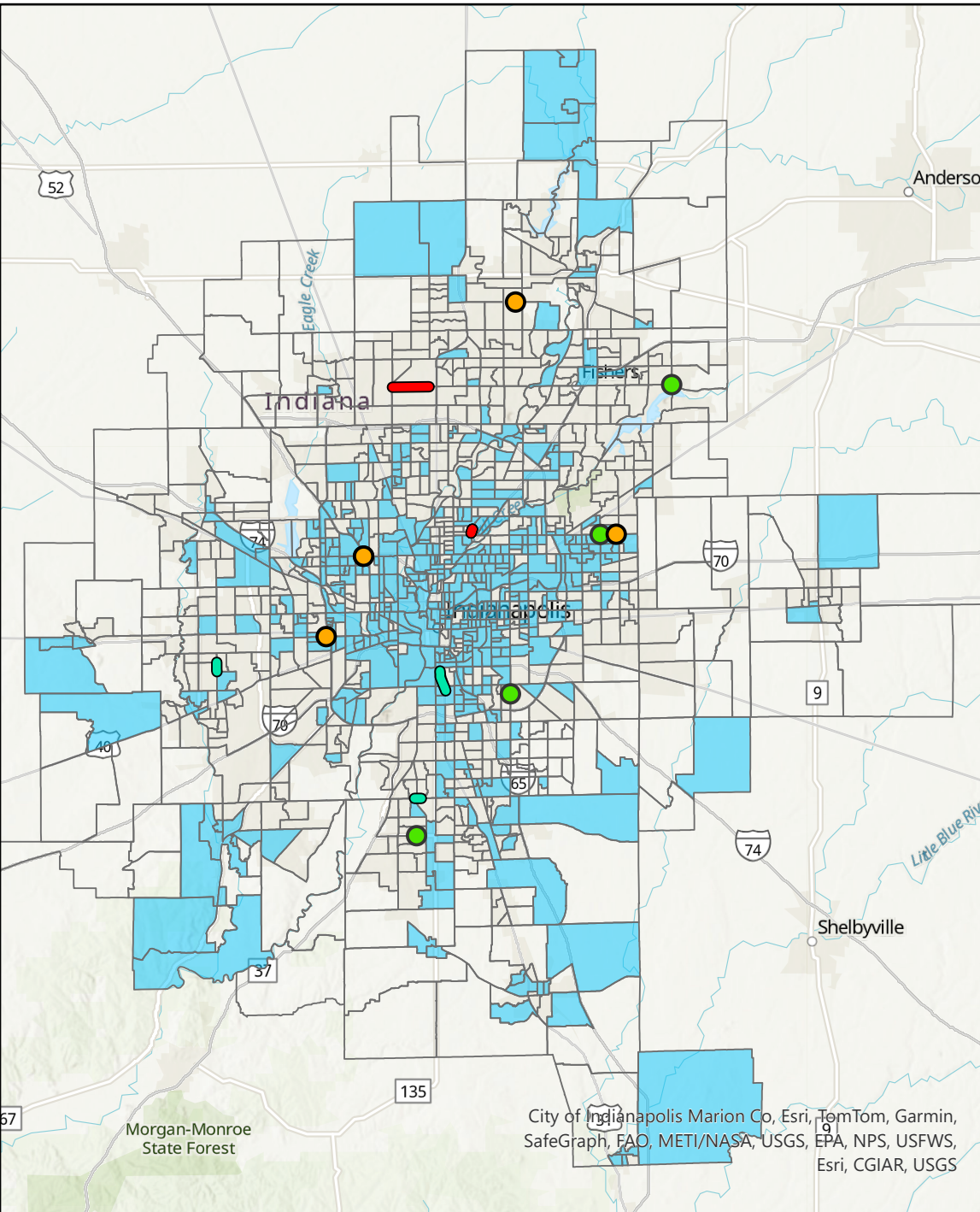
- Both Minoritized/Poverty + 0-2 Other Factors
- Both Minoritized/Poverty + 3-5 Other Factors
- Either Minoritized/Poverty + 0-2 Other Factors
- Either Minoritized/Poverty + 3-5 Other Factors
- Insufficient Data
- Neither Minoritized/Poverty + 0-2 Other Factors
- Neither Minoritized/Poverty + 3-5 Other Factors



City of Indianapolis Marion Co, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, Esri, CGIAR, USGS



Recommended Projects with Poverty Environmental Justice Areas



Recommended TIP Projects-
Structures Project Type

- Bridge
- Intersection

Recommended TIP Projects-
Routes Project Type

- Bike and Pedestrian
- Bridge
- Roadway

POV

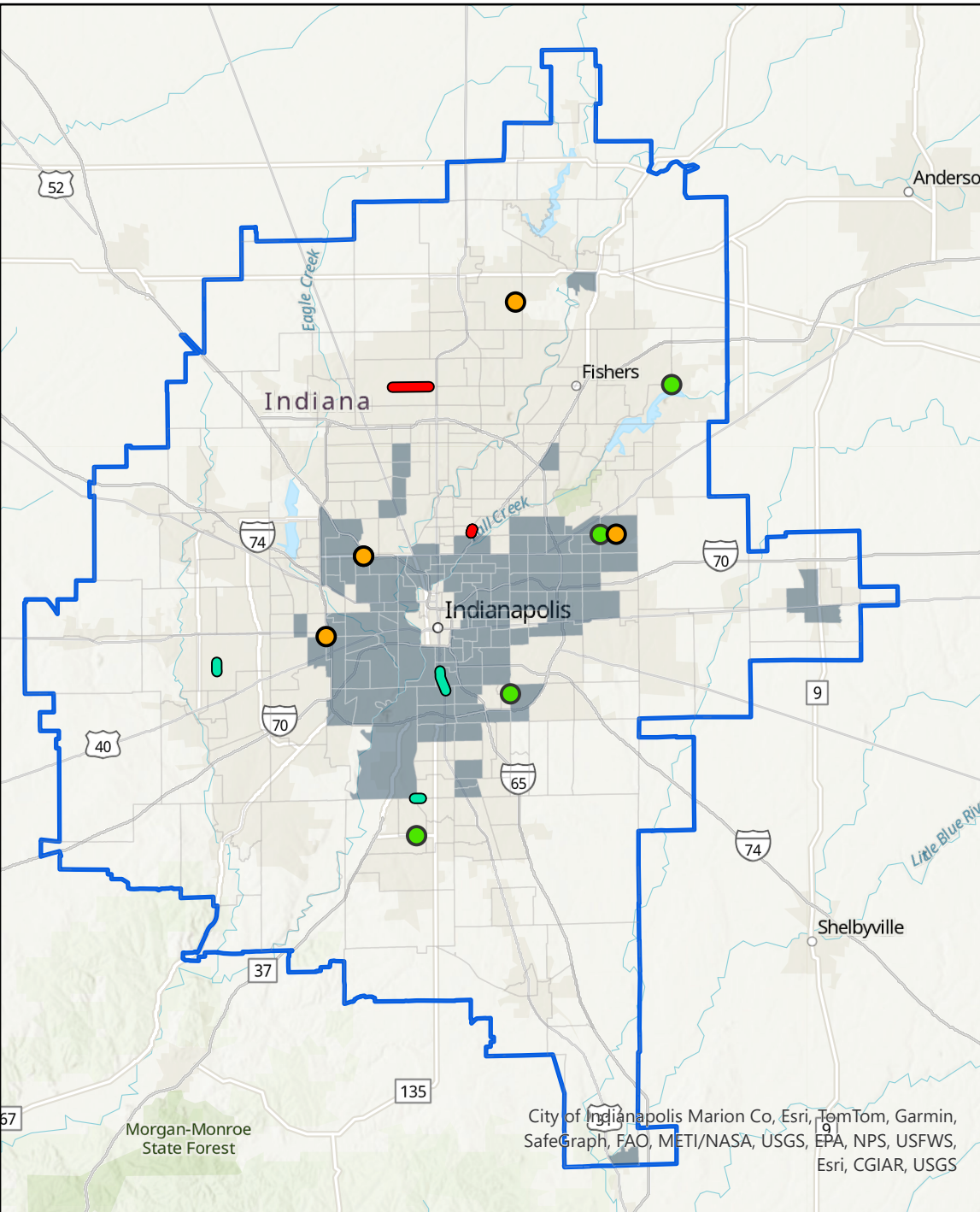
- 0
- Not Poverty EJ Area
- Poverty EJ Area



City of Indianapolis Marion Co, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, Esri, CGIAR, USGS



Recommended TIP Projects with Justice 40 Areas



Recommended TIP Projects- Structures Project Type

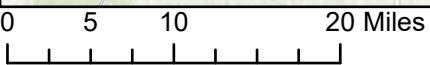
- Bridge
- Intersection

Recommended TIP Projects- Routes Project Type

- ▬ Bike and Pedestrian
- ▬ Bridge
- ▬ Roadway

Justice 40

- Disadvantaged
- Partially Disadvantaged
- Not Disadvantaged
- MPA 2020



City of Indianapolis Marion Co, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, Esri, CGIAR, USGS



Measuring Our Complete Streets Policy

2027 Call for Projects | Indianapolis MPO

In October of 2023, the Indianapolis Metropolitan Planning Organization (MPO) issued a call for projects to be constructed in 2027. This call for projects was the seventh under the MPO's Complete Streets Policy.

How does the complete streets policy fit into the MPO's project funding process?

Local Public Agencies (LPAs) apply for funding from the MPO through an application process. Applications (1) describe the project, (2) provide project justification, and (3) provide a cost estimate. MPO staff review projects to determine whether they are compliant with the policy.

The complete streets policy requires that Transportation Alternatives Program (TAP) and Surface Transportation Block Grant (STBG) projects within the urbanized area (UZA) include a sidewalk, multi-use path, or bike lane on at least one side of each proposed street. Exceptions are described in the policy and may

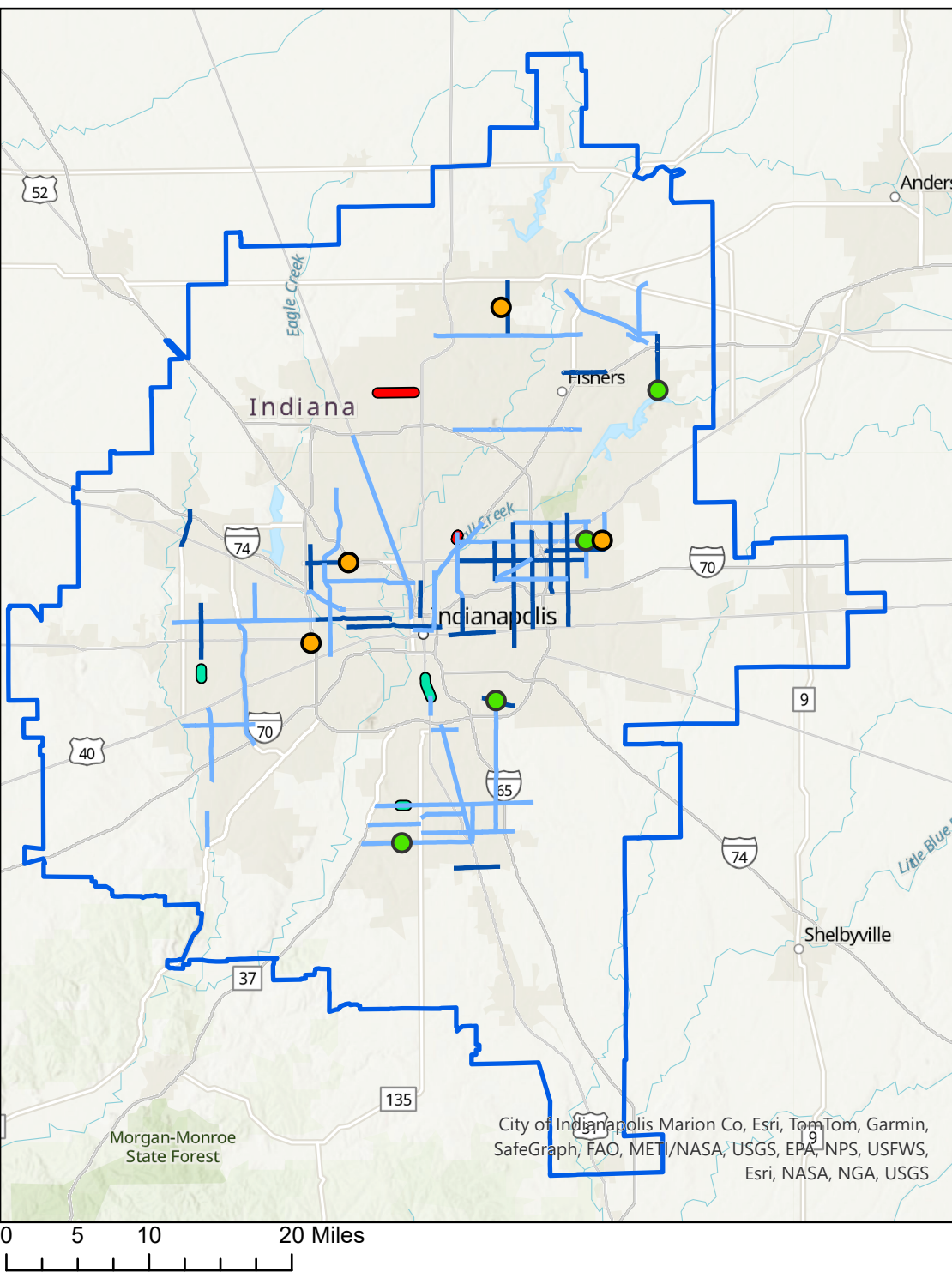
be granted as appropriate; MPO staff review some exceptions and a Complete Streets Task Force reviews others.

How do this year's projects comply with the policy?

For the 2027 call, seventeen projects are recommended for funding and eleven are subject to the complete streets policy. Of the projects required to comply, nine are within the STBG category and two are within the TAP category. IndyGo's bus purchase is funded with both STBG and CMAQ but does not contain an infrastructure component and therefore the policy is considered not applicable. Additionally, the IMPO is recommending two projects within the HSIP category and five projects within the CMAQ category that are not required to comply with the policy though all CMAQ or HSIP infrastructure projects voluntarily complied with the policy. All projects required to comply with the Complete Streets Policy for this call for projects did comply with the policy.

Proposed Added Assets	
1.65 mile	New Sidewalk Length
4 miles	New Multi-Use Path Length
46	Crosswalks
96	ADA Ramps
20	Refuge Islands

IMPO Selected TIP Projects with High Injury Network (HIN)



- Selected TIP Projects-Structures**
- Project Type**
- Bridge
 - Intersection
- Selected TIP Projects-Routes**
- Project Type**
- Bike and Pedestrian
 - Bridge
 - Roadway
 - MPA 2020
- IMPO High Injury Network**
- High Injury Network
 - High Injury Network with Ped and Bike Crashes

City of Indianapolis Marion Co, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, Esri, NASA, NGA, USGS





Memo

To: Transportation Policy Committee Members
From: Cole Jackson, IMPO
Date: March 19, 2024
Re: Proposed 2nd Quarter 2024 Amendments to the 2024-2027 Indianapolis Regional Transportation Improvement Program (IRTIP)

The IMPO is offering the attached list of proposed amendments to the 2024-2027 IRTIP for your review and approval. The amendments were offered for public review and comment from April 6 through April 16. Comments will also be welcomed in person during the April 17 public hearing during the Transportation Policy Committee meeting.

Overview: Proposed Q2 2024 Amendments

This quarter, the MPO received 19 exempt local amendment requests, 13 exempt INDOT amendment requests, and 3 non-exempt INDOT amendment requests. Non-exempt projects are considered “regionally significant” for air quality purposes and require additional steps including a conformity approval to be issued by the Federal Highway Administration. Exempt and non-exempt projects are listed on separate resolutions to reduce the risk of delays to all amendments if only non-exempt projects are waiting for the air quality conformity approval.

A detailed list of all amendment requests can be found attached as Exhibit A under Resolution 24-IMPO-006 and Exhibit B under Resolution 24-IMPO-007 for non-exempt amendments.

Administrative Modifications/Amendments

32 administrative modifications have been processed since the February meeting. The administrative modifications are available for review on the IMPO’s website or via other formats by request.

Deadlines

2QS TIP amendment requests are due via MiTIP by May 15.
Quarterly Reports are due via MiTIP by 4/21/24.

Please view our updated [quarterly tracking policy](#) meant to better align with INDOT’s **updated** quarterly tracking procedures. Some projects will now require quarterly tracking within both the IMPO’s MiTIP and INDOT’s ITAP programs.

Please contact cole.jackson@indympo.org with any questions.

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING EXEMPT AMENDMENTS TO THE 2024-2027 IRTIP**

Resolution Number 24-IMPO-006

A RESOLUTION amending the 2024-2027 Indianapolis Regional Transportation Improvement Programs (IRTIP).

WHEREAS, the 2024-2027 Indianapolis Regional Transportation Improvement Program (IRTIP) incorporate projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed IRTIP amendments have been reviewed as to their immediate impact and importance to the continued improvement of the transportation system operating within the area; and

WHEREAS, changing conditions necessitate periodic amendments to the IRTIP; and

WHEREAS, the IRTIP is consistent with the 2050 MTP as amended; and

WHEREAS, the MPO consulted with the Interagency Consultation Group and the MPO anticipates, subsequent to Transportation Policy Committee approval, the USDOT will find that the proposed TIP amendments meet transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93; and

WHEREAS, the proposed IRTIP Amendments were made available for public comment and comments received were provided to the Indianapolis Transportation Policy Committee; and

WHEREAS, the Transportation Policy Committee is the approval body for all transportation-related activities of the Metropolitan Planning Organization for the MPA under applicable U.S. Department of Transportation regulations;

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Transportation Policy Committee hereby approves the amendments to the 2024-2027 Indianapolis Regional Transportation Improvement Program as shown on the attached Exhibit A.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 17th day of April 2024.

Mayor Mark Myers
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

QUARTER Q2, 2024 INDOT 24-07.2

LEAD AGENCY	DES NUM	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	1900096	US 31	US 31 over 226th St. New Bridge Grade Separation	New Bridge, Other	Exempt	\$16,080,150	ROW	SFY 2024 STPSM		\$8,600,150	\$6,880,120	80%	\$1,720,030	20%		
PROPOSED							\$29,243,051	\$13,162,901	ROW	SFY 2024 NHPP	\$2,486,191	\$1,988,953	80%	\$497,238	20%	Rebundling of projects	
PRIOR								CN	SFY 2024 STPSM		\$6,800,000	\$5,440,000	80%	\$1,360,000	20%		
PROPOSED								CN	SFY 2025 HSIP-ST		\$9,137,252	\$5,582,548	21%	\$3,554,704	14%		
PRIOR								-	-	-	\$-	\$-	-	\$0	0%		
PROPOSED								CN	SFY 2025 NHPP		\$20,494,312	\$16,939,608	65%	\$-	-		
PRIOR	INDOT	1900157	US 36	US 36 Access Control from I-465 to 65th St	Access Control	Exempt	\$6,767,002	-	-	-	\$-	\$-	-	-	-		
PROPOSED							\$10,223,659	\$3,456,657	PE/PL	SFY 2024 HSIP-ST	\$198,700	\$178,830	90%	\$19,870	10%	Increased CN Remains in FY 2024 RW phase FY24 added PE phase FY24 added	
PRIOR								ROW	SFY 2024 HSIP-ST		\$140,600	\$112,480	80%	\$28,120	20%		
PROPOSED								ROW	SFY 2024 HSIP-ST		\$314,700	\$283,230	90%	\$31,470	10%		
PRIOR								CN	SFY 2024 HSIP-ST		\$6,626,402	\$5,301,122	80%	\$1,325,280	20%		
PROPOSED								CN	SFY 2024 HSIP-ST		\$9,710,259	\$8,739,233	90%	\$971,026	10%		
PRIOR	INDOT	1800082	US 31	Intersection Improvements on US 31 from South Main St. to Israel Lane	Intersect. Improv. W/ Added Turn Lanes	Exempt	\$65,136,454	CN	SFY 2025 HSIP-ST		\$12,730,568	\$7,112,887	21%	\$5,617,681	17%		
PROPOSED							\$64,828,453	\$-308,001	CN	SFY 2025 HSIP-ST	\$14,788,187	\$11,498,074	35%	\$3,290,113	10%	Added a new des 2400107 for sidewalk work being done on this project and removed that amount from the lead des 1800082.	
PRIOR								CN	SFY 2025 NHPP		\$26,096,254	\$20,478,573	62%	\$-	-		
PROPOSED								CN	SFY 2025 NHPP		\$21,403,066	\$18,112,953	55%	\$-	-		
PRIOR	INDOT	2100272	US 36	US 36 - Small Structures & Drains Construction From SR 75 to .60 mi W of SR 39 W Jct WCL	Small Structures & Drains Construction	Exempt	\$411,833	-	-	-	\$-	\$-	-	-	-		
PROPOSED							\$559,333	\$147,500	ROW	SFY 2025 STPSM	\$80,500	\$64,400	80%	\$16,100	20%	added ROW mh	
PRIOR								CN	SFY 2026 STPSM		\$200,000	\$160,000	80%	\$40,000	20%		
PROPOSED								CN	SFY 2026 STPSM		\$267,000	\$213,600	80%	\$53,400	20%		

LEAD AGENCY	DES NUM	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2000602	SR 32	SR 32 1.83 mi W of US 31 to US 31 HMA Overlay Preventative Maintenance	HMA Overlay, Preventive Maintenance	Exempt	\$1,881,986		CN	SFY 2024 STPSM	\$1,542,127	\$1,233,702	80%	\$308,425	20%		
PROPOSED							\$2,302,274	\$420,288	CN	SFY 2025 STPSM	\$2,302,274	\$1,841,819	80%	\$460,455	20%	CN phase increase - CN change FY 24 to 25 -- PE phase removed -- update in letting date	
PRIOR									PE/PL	SFY 2023	\$339,859	\$-	0%	\$339,859	100%		
PROPOSED									-	-	\$-	\$-	-	-	-		
PRIOR	INDOT	2100875	I- 465	I-465 Bridge Painting, 0.24 MI N US 36/SR 67	Bridge Painting	Exempt	\$1,100,000		CN	SFY 2024 NHPP	\$960,000	\$864,000	90%	\$96,000	10%		
PROPOSED									CN	SFY 2024 NHPP	\$-	\$-	0%	\$-	0%	Rebundle contracts.	REMOVE FROM TIP
PRIOR	INDOT	2001925	I- 465	Concrete Pavement Restoration on I-465 from US 31 N to White River; Fall Creek to I-65	Concrete Pavement Restoration (CPR)	Exempt	\$63,441,734		-	-	\$-	\$-	-	-	-		
PROPOSED							\$64,089,267	\$647,533	PE/PL	SFY 2024 NHPP	\$664,833	\$598,350	100%	\$64,483	10%	Add PE phase FY24	
PRIOR									CN	SFY 2024 NHPP	\$63,441,734	\$57,097,559	90%	\$6,344,175	10%		
PROPOSED									CN	SFY 2024 NHPP	\$63,424,434	\$57,082,009	99%	\$5,546,829	9%		
PRIOR	INDOT	2001744	I- 465	I-465 Concrete Pavement Restoration with Bridge Painting from Emerson to I-74	Concrete Pavement Restoration (CPR)	Exempt	\$5,976,428		CN	SFY 2025 NHPP	\$5,976,428	\$5,378,785	90%	\$597,643	10%		
PROPOSED				Bridge painting projects on I 465	Bridge Painting		\$1,365,166	\$-4,611,262	CN	SFY 2025 NHPP	\$-	\$-	0%	\$-	0%	Re-bundling from contract 43536 to 45003 Lead Des 2001744 will be removed new lead 2000172 and adding two new Des numbers	REMOVE FROM TIP
PRIOR	INDOT	2201702	I- 65	Crawfordsville District CCTV Camera Lowering Arms & Pole Wiring Replacement - FY 26	Its Program Equipment	Exempt	\$349,088		PE/PL	SFY 2025 IM	\$30,000	\$27,000	90%	\$3,000	10%		
PROPOSED							\$627,400	\$278,312	PE/PL	SFY 2024	\$177,400	\$-	0%	\$177,400	100%	increased CN mh	
PRIOR									CN	SFY 2026 IM	\$319,088	\$287,179	90%	\$31,909	10%		
PROPOSED									CN	SFY 2026 IM	\$450,000	\$405,000	90%	\$45,000	10%		
NEW	INDOT	2301564	I- 465	Two pavement bridge projects on I-465	Bridge - Other	Exempt	\$2,482,270	\$2,482,270	CN	SFY 2025 HSIP-ST	\$2,482,270	\$2,234,043	90%	\$248,227	10%	NEW PROJECT	
NEW	INDOT	2201274		Traffic Signals in Marions County	Traffic Signals Modernization	Exempt	\$1,412,814	\$1,412,814	PE/PL	SFY 2024 STPSM	\$374,000	\$299,200	80%	\$74,800	20%	NEW PROJECT	
NEW									CN	SFY 2026 STPSM	\$1,038,814	\$831,051	80%	\$207,763	20%		
NEW	INDOT	2400076		DES 2400076 Raised Pavement Markings, Refurbished Various routes in the Crawfordsville District	Raised Pavement Markings, Refurbished	Exempt	\$300,000	\$300,000	CN	SFY 2025 HSIP-ST	\$300,000	\$270,000	90%	\$30,000	10%	NEW PROJECT	
NEW	INDOT	2400075		DES 2400075 Raised Pavement Markings, Refurbished Various routes in the Crawfordsville District	Raised Pavement Markings, Refurbished	Exempt	\$300,000	\$300,000	CN	SFY 2026 HSIP-ST	\$300,000	\$270,000	90%	\$30,000	10%	NEW PROJECT	

QUARTER Q2, 2024 LOCAL 24-07.1

LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
NEW	Boone County	2301669	N/A	CR 300 S	Replacement of Bridge 401	Bridge Replacement	Exempt	\$1,391,373	\$1,391,373	PE/PL	SFY 2025 LOCBR	\$313,791	\$251,033	80%	\$62,758	20%	NEW PROJECT	
NEW										PE/PL	SFY 2026 LOCBR	\$313,791	\$251,033	80%	\$62,758	20%		
NEW										PE/PL	SFY 2028 LOCBR	\$313,791	\$251,033	80%	\$62,758	20%		
NEW										ROW	SFY 2028 LOCBR	\$450,000	\$360,000	80%	\$90,000	20%		
NEW	Hamilton County	2301627	N/A	Dunbar Rd	Dunbar Rd from 226th St. to 236th St.	Roadway Reconstruction	Exempt	\$1,753,408	\$1,753,408	PE/PL	SFY 2025 STP4RM	\$331,000	\$264,800	80%	\$66,200	20%	NEW PROJECT	
NEW										PE/PL	SFY 2026 STP4RM	\$331,000	\$264,800	80%	\$66,200	20%		
NEW										PE/PL	SFY 2028 STP4RM	\$331,000	\$264,800	80%	\$66,200	20%		
NEW										ROW	SFY 2028 STP4RM	\$760,408	\$608,326	80%	\$152,082	20%		
NEW	Hancock County	2301625	N/A	300S	CR 300 S & Meridian Rd. Roundabout	Intersection or Intersection Groups	Exempt	\$516,130	\$516,130	PE/PL	SFY 2025 HSIP-ST	\$138,710	\$110,968	80%	\$27,742	20%	NEW PROJECT	
NEW										PE/PL	SFY 2026 HSIP-ST	\$138,710	\$110,968	80%	\$27,742	20%		
NEW										PE/PL	SFY 2028 HSIP-ST	\$138,710	\$110,968	80%	\$27,742	20%		
NEW										ROW	SFY 2028 HSIP-ST	\$100,000	\$80,000	80%	\$20,000	20%		
NEW	Hancock County	2301657	N/A	Penny	Penny Trail from CR300W to CR150W	Bicycle Enhancement	Exempt	\$1,800,002	\$1,800,002	PE/PL	SFY 2025 STATE TAP	\$213,334	\$170,667	80%	\$42,667	20%	NEW PROJECT	
NEW										PE/PL	SFY 2026 STATE TAP	\$213,334	\$170,667	80%	\$42,667	20%		
NEW										PE/PL	SFY 2028 STATE TAP	\$213,334	\$170,667	80%	\$42,667	20%		
NEW										ROW	SFY 2028 STATE TAP	\$1,160,000	\$928,000	80%	\$232,000	20%		
NEW	IndyGo	IN-24-202	N/A		2024 Subrecipient Equipment (5310)	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2024 SEC5310	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	
NEW	IndyGo	IN-24-201	N/A		2024 Subrecipient Equipment (5339)	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2024 SEC5339	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	
NEW	IndyGo	IN-203	N/A		2024 Subrecipient Operating (5310)	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2024 SEC5310	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	
NEW	IndyGo	IN-24-204	N/A		2024 Mobility Management activities awarded to subrecipients through call for projects.. All mobility management expenses will help provide section 5310 services to the elderly and disabled.	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2024 SEC5310	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	

LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
NEW	IndyGo	IN-24-205	N/A	Rehab/Renovation	Transit Enhancement Capital Projects	Exempt	\$2,311,570	\$2,311,570	CN	SFY 2024	SEC5307	\$2,311,570	\$1,873,256	81%	\$438,314	19%	NEW PROJECT	
NEW	IndyGo	IN-26-201	N/A	2026 Subrecipient Equipment (5339)	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2026	SEC5339	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	
NEW	IndyGo	IN-26-202	N/A	2026 Subrecipient Equipment (5310)	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2026	SEC5310	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	
NEW	IndyGo	IN-26-203	N/A	2026 Subrecipient Operating	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2026	SEC5310	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	
NEW	IndyGo	IN-26-204	N/A	2026 Mobility Management	Transit Enhancement Capital Projects	Exempt	\$50,000	\$50,000	CN	SFY 2026	SEC5310	\$50,000	\$40,000	80%	\$10,000	20%	NEW PROJECT	
NEW	IndyGo	IN-27-001	N/A	2027 5307 Preventative Maintenance	Transit Enhancement Capital Projects	Exempt	\$10,000,000	\$10,000,000	PE/PL	SFY 2027	SEC5307	\$10,000,000	\$8,000,000	80%	\$2,000,000	20%	NEW PROJECT	
NEW	IndyGo	IN-28-201	N/A	2028 5307 formula funding for Preventative maintenance	Transit Enhancement Capital Projects	Exempt	\$10,000,000	\$10,000,000	PE/PL	SFY 2028	SEC5307	\$10,000,000	\$8,000,000	80%	\$2,000,000	20%	NEW PROJECT	
NEW	IndyGo	IN-27-202	N/A	2027 5307 Non Fixed Route ADA Paratransit Service	Transit Enhancement Capital Projects	Exempt	\$3,533,848	\$3,533,848	PE/PL	SFY 2027	SEC5307	\$3,533,848	\$2,827,078	80%	\$706,770	20%	NEW PROJECT	
NEW	IndyGo	IN-28-202	N/A	2028 5307 Non Fixed Route ADA Paratransit Service	Transit Enhancement Capital Projects	Exempt	\$3,617,130	\$3,617,130	PE/PL	SFY 2028	SEC5307	\$3,617,130	\$2,893,704	80%	\$723,426	20%	NEW PROJECT	
NEW	IndyGo	IN-27-203	N/A	2027 5307 Security & Safety	Transit Enhancement Capital Projects	Exempt	\$364,358	\$364,358	CN	SFY 2027	SEC5307	\$364,358	\$291,486	80%	\$72,872	20%	NEW PROJECT	
NEW	IndyGo	IN-28-203	N/A	2028 5307 Security & Safety	Transit Enhancement Capital Projects	Exempt	\$371,645	\$371,645	CN	SFY 2028	SEC5307	\$371,645	\$297,316	80%	\$74,329	20%	NEW PROJECT	

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING NON-EXEMPT AMENDMENTS TO THE 2024-2027 IRTIP**

Resolution Number 24-IMPO-007

A RESOLUTION amending the 2024-2027 Indianapolis Regional Transportation Improvement Programs (IRTIP).

WHEREAS, the 2024-2027 Indianapolis Regional Transportation Improvement Program (IRTIP) incorporate projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed IRTIP amendments have been reviewed as to their immediate impact and importance to the continued improvement of the transportation system operating within the area; and

WHEREAS, changing conditions necessitate periodic amendments to the IRTIP; and

WHEREAS, the IRTIP is consistent with the 2050 MTP as amended; and

WHEREAS, the MPO consulted with the Interagency Consultation Group and the MPO anticipates, subsequent to Transportation Policy Committee approval, the USDOT will find that the proposed TIP amendments meet transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93; and

WHEREAS, the proposed IRTIP Amendments were made available for public comment and comments received were provided to the Indianapolis Transportation Policy Committee; and

WHEREAS, the Transportation Policy Committee is the approval body for all transportation-related activities of the Metropolitan Planning Organization for the MPA under applicable U.S. Department of Transportation regulations;

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Transportation Policy Committee hereby approves the amendments to the 2024-2027 Indianapolis Regional Transportation Improvement Program as shown on the attached Exhibit A.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 17th day of April 2024.

Mayor Mark Myers
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT B

QUARTER Q2, 2024 INDOT 24-07.5

LEAD AGENCY	DES NUM	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	1800203	US 36	US 36 Added Travel Lanes from Shiloh Crossing to Avon Ave	Added Travel Lanes	Non-Ex	\$52,799,589	PE/PL	SFY 2020 STPSM		\$3,234,770	\$3,234,770	100%	\$-	0%		
PROPOSED							\$55,161,936	PE/PL	SFY 2024 STPSM		\$907,486	\$816,737	90%	\$90,749	10%	added FY24 PE mh	
PRIOR								-	-	-	\$-	\$-	-	\$0	0%		
PROPOSED								PE/PL	SFY 2025 STPSM		\$907,486	\$816,737	90%	\$-	-		
PRIOR								CN	SFY 2026 STPSM		\$49,529,219	\$44,576,297	90%	\$4,952,922	10%		
PROPOSED								CN	SFY 2028 STPSM		\$49,529,219	\$44,576,297	90%	\$4,952,922	10%		
PRIOR	INDOT	2000076	US 421	US 421 Auxiliary Lanes, Two-Way Left Turn Lanes, From 2.91 mi N of the N leg of I-465 to 2.86 mi S of SR 32	Auxiliary Lanes, Two-way Left Turn Lanes	Non-Ex	\$21,133,194	-	-	-	\$-	\$-	-	-	-		
PROPOSED							\$27,650,000	CN	SFY 2025 STPSM		\$200,000	\$160,000	80%	\$40,000	20%	added FY25 CN mh	
PRIOR								CN	SFY 2027 STPSM		\$17,683,194	\$14,146,555	80%	\$3,536,639	20%		
PROPOSED								CN	SFY 2027 STPSM		\$24,000,000	\$19,200,000	80%	\$4,800,000	20%		
NEW	INDOT	2300700	US 36	US 36 Added Travel Lanes from Corottoman Court to Shiloh Crossing Drive.	Added Travel Lanes	Non-Ex	\$27,037,500	PE/PL	SFY 2025 STPSM		\$1,125,000	\$900,000	80%	\$225,000	20%	NEW PROJECT	
NEW								ROW	SFY 2025 STPSM		\$600,000	\$480,000	80%	\$120,000	20%		
NEW								ROW	SFY 2026 STPSM		\$112,500	\$90,000	80%	\$22,500	20%		
NEW								CN	SFY 2026 STPSM		\$200,000	\$160,000	80%	\$40,000	20%		
NEW								CN	SFY 2028 STPSM		\$25,000,000	\$20,000,000	80%	\$5,000,000	20%		



Memo

To: IMPO Transportation Policy Committee

From: Andrea Miller, Indianapolis MPO

Date: April 4, 2024

Re: Safe Streets and Roads for All Safety Action Plan Updates (2024) & SS4A Grant Application

In 2022 the IMPO's Safe Streets and Roads for All Safety Action Plan (or Safety Action Plan for short) was created and then adopted by the IMPO Policy Committee alongside an updated Vision Zero Resolution. This plan, intended to help address the rise in fatal and serious traffic crashes within the MPA, consists of several components: goal setting (the Vision Zero Resolution), safety analysis, public engagement, equity analysis, policy and process proposals, and progress reporting.

Regular updates for the Safety Action Plan have been planned to provide up-to-date information and resources for our members. In 2024 the IMPO will be applying for a federal Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant to assist in funding a full update of the Safety Action Plan to take place in 2025. If awarded this grant it will provide the IMPO with 80% of the funds needed for the update, with a 20% match to be requested from LPAs.

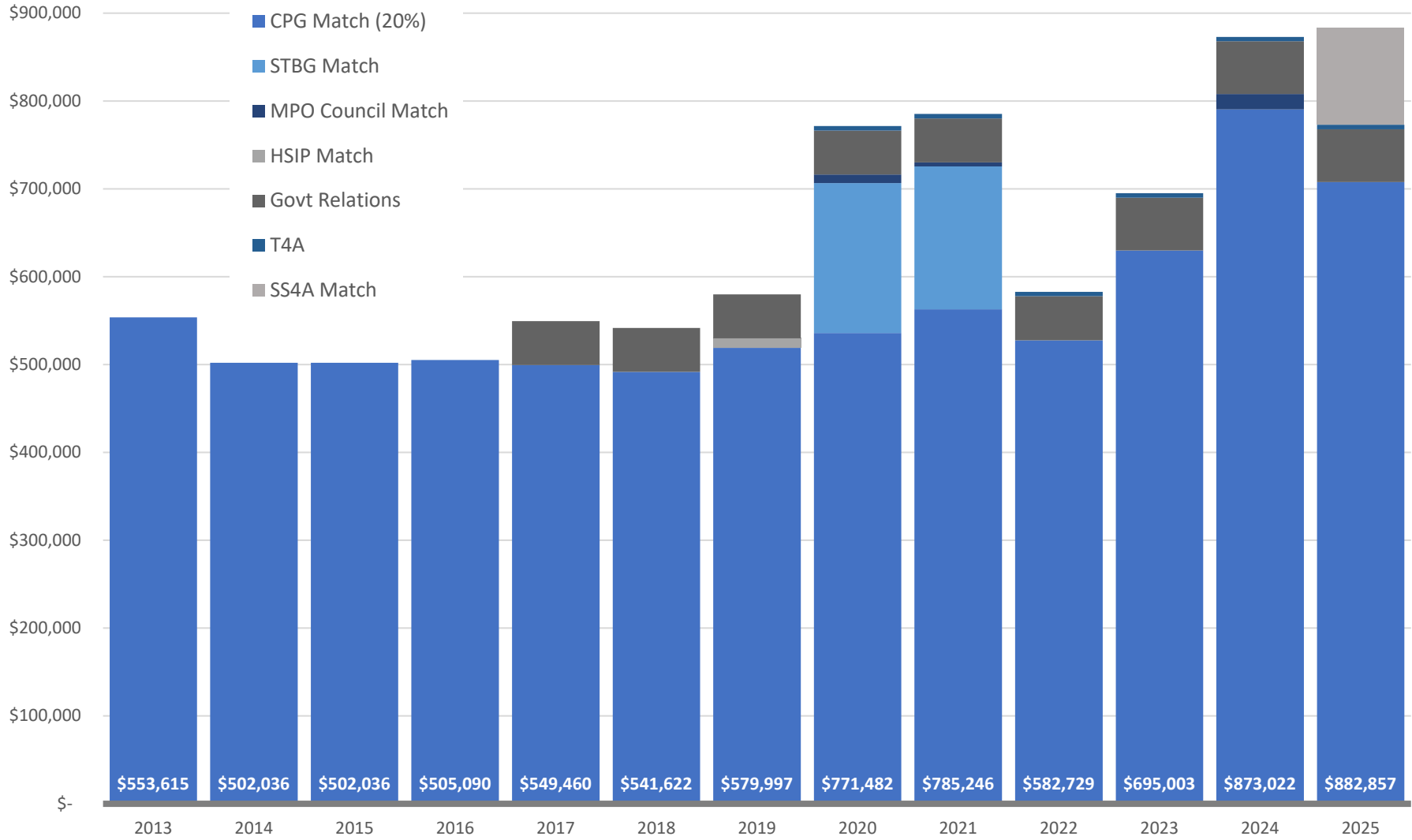
Activities and data for this update include:

- A full update of the Safety Action Plan, including the safety analysis and identification of the High Injury Network (HIN).
- An expansion of the Safety Action Plan to include a Vulnerable Road User Assessment.
- Data purchases, including a safety tool derived from mobile data, and transportation geometry data (sidewalks, crosswalks, bike lanes and bike paths).
- Road safety audits of 20 locations.
- A 2025 Safety Summit hosted by the IMPO to provide educational opportunities on improving traffic safety.

The full request for the SS4A Planning and Demonstration Grant will be for \$550,000; the 20% request of LPAs is for \$110,000.

Please contact andrea.miller@indympo.org should you have any questions.

IMPO Total Local Match by Year



2025 Local Match Contributions						
Adopted by IMPO Policy Committee:						3/27/2024
JURISDICTION	2020 Census Population	2020 Percent of Total	2025 UPWP Local Match	2025 Additional Local Match ⁱ	2025 SS4A Grant Match ⁱⁱ	Total Invoiced ⁱⁱⁱ
Atlanta	712	0.04%	\$285	\$26	\$44	\$500
Arcadia	1,515	0.09%	\$756	\$56	\$94	\$906
Bethany	95	0.01%	\$47	\$3	\$6	\$500
Brooklyn	2,511	0.14%	\$980	\$92	\$156	\$1,228
Spring Lake	210	0.01%	\$105	\$8	\$13	\$500
Avon	21,474	1.21%	\$8,381	\$789	\$1,335	\$10,505
Bargersville	9,560	0.54%	\$3,731	\$351	\$594	\$4,677
Beech Grove	14,717	0.83%	\$5,744	\$541	\$915	\$7,200
Brownsburg	28,973	1.64%	\$11,307	\$1,065	\$1,802	\$14,174
Carmel	99,757	5.64%	\$38,932	\$3,666	\$6,203	\$48,801
Cicero	5,301	0.30%	\$2,069	\$195	\$330	\$2,593
Cumberland	3,461	0.20%	\$1,351	\$127	\$215	\$1,693
Danville	10,559	0.60%	\$4,121	\$388	\$657	\$5,165
Fishers	98,977	5.60%	\$38,628	\$3,637	\$6,155	\$48,419
Franklin	25,313	1.43%	\$9,879	\$930	\$1,574	\$12,383
Greenfield	23,488	1.33%	\$9,167	\$863	\$1,461	\$11,490
Greenwood	63,830	3.61%	\$24,911	\$2,345	\$3,969	\$31,226
Hamilton County	21,321	1.21%	\$8,321	\$783	\$1,326	\$10,430
Hancock County	24,364	1.38%	\$9,508	\$895	\$1,515	\$11,919
Hendricks County	65,108	3.68%	\$25,410	\$2,392	\$4,049	\$31,851
Indianapolis	894,548	50.57%	\$349,114	\$32,871	\$55,627	\$437,611
Johnson County	40,059	2.26%	\$15,634	\$1,472	\$2,491	\$19,597
Lawrence	49,370	2.79%	\$19,268	\$1,814	\$3,070	\$24,152
McCordsville	8,503	0.48%	\$3,318	\$312	\$529	\$4,160
Mooresville	9,411	0.53%	\$3,673	\$346	\$585	\$4,604
Morgan County	19,344	1.09%	\$7,549	\$711	\$1,203	\$9,463
New Palestine	2,744	0.16%	\$1,071	\$101	\$171	\$1,342
New Whiteland	5,472	0.31%	\$2,136	\$201	\$340	\$2,677
Noblesville	69,604	3.93%	\$27,164	\$2,558	\$4,328	\$34,050
Pittsboro	3,682	0.21%	\$1,437	\$135	\$229	\$1,801
Plainfield	34,625	1.96%	\$13,513	\$1,272	\$2,153	\$16,938
Shelby County (w/Fairland)	8,028	0.45%	\$3,133	\$295	\$499	\$3,927
Southport	2,123	0.12%	\$829	\$78	\$132	\$1,039
Speedway	13,952	0.79%	\$5,445	\$513	\$868	\$6,825
Westfield	46,410	2.62%	\$18,112	\$1,705	\$2,886	\$22,704
Whiteland	4,599	0.26%	\$1,795	\$169	\$286	\$2,250
Whitestown	10,178	0.58%	\$3,972	\$374	\$633	\$4,979
Zionsville	30,074	1.70%	\$11,737	\$1,105	\$1,870	\$14,712
NON-PRO RATA MEMBER DUES^{iv}						
Boone County	391	0.02%	\$2,000			\$2,000
Lebanon	4	0.00%	\$500			\$500
CIRTA	NA	0.00%	\$5,000			\$5,000
IndyGo	NA	0.00%	\$10,000			\$10,000
Formula Totals	1,768,929	100%	\$707,857	\$65,000	\$110,000	\$882,857
Total Member Population	1,769,324		\$690,357			\$17,500

2024 Dues	Increase
\$10,435	\$70
\$4,645	\$31
\$7,151	\$48
\$14,078	\$95
\$48,474	\$327
\$2,576	\$17
\$1,682	\$11
\$5,131	\$35
\$48,094	\$325
\$12,300	\$83
\$11,413	\$77
\$31,016	\$210
\$10,360	\$70
\$11,919	\$80
\$31,637	\$214
\$434,675	\$2,936
\$19,465	\$131
\$23,990	\$162
\$4,132	\$28
\$4,573	\$31
\$9,400	\$63
\$1,333	\$9
\$2,659	\$18
\$33,822	\$228
\$1,789	\$12
\$16,825	\$114
\$3,901	\$26
\$1,032	\$7
\$6,779	\$46
\$22,551	\$152
\$2,235	\$15
\$4,946	\$33
\$14,613	\$99

- i - This column represents the additional local match each community would contribute to generate \$60,000 for a 100% locally-funded government relations contract and \$5,000 for a 100% locally-funded Transportation for America membership.
- ii - This column represents the local matching funds required for the IMPO's \$550,000 Safe Streets for All (SS4A) planning grant application.
- iii - The invoiced amount is based on each jurisdiction's percent of the total regional population (not including the jurisdictions that have opted out or the Non-Pro Rata Members), multiplied by the amount of local funds needed to match federal Planning (PL) funds, MPO Council discretionary funds (also PL), and additional local match from i and ii above, minus the contributions of communities paying the minimum.
- iv - Transit providers and communities below the IMPO's population thresholds pay fixed amounts as "Non-Pro Rata Membership Dues." The IMPO's remaining local match is divided pro rata among the expected member communities (identified as "Total Member Population" in the table).

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING 2025 LOCAL MATCH**

Resolution Number 24-IMPO-010

WHEREAS, the Indianapolis Metropolitan Planning Organization (the “IMPO”) is charged with the responsibility of providing for the continuing, cooperative, and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area (“Planning Area”); and

WHEREAS, the IMPO Transportation Policy Committee (“Policy Committee”), a committee of the IMPO, is the approval body for all transportation-related activities of the IMPO for the Planning Area under applicable U.S. Department of Transportation regulations; and

WHEREAS, Local Planning Agencies within the MPA are eligible for Federal transportation funds by becoming dues-paying members of the IMPO; and

WHEREAS, the IMPO proposes an additional local match to generate an additional \$65,000 of 100% local funding for activities not eligible for federal funding; and

WHEREAS, the IMPO proposes an additional local match to generate \$110,000 for a regional Safe Streets for All (SS4A) planning grant; and

WHEREAS, per bylaws, individual membership dues are calculated by multiplying a Local Planning Agency’s percent of the total participating regional population, using 2020 Census numbers, by the total 2025 local match amount of \$707,857, less \$17,500 from the Non-Pro Rata Member dues for a total of \$690,357;

WHEREAS, it is the desire of the Policy Committee to authorize and approve certain actions as further set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Transportation Policy Committee of the IMPO as follows:

SECTION 1: That the 2025 IMPO total local match amount of \$882,857 is hereby approved.

SECTION 2: That 2025 IMPO local match invoices may be prepared by staff and sent to IMPO members.

SECTION 3: That any prior action taken by the Executive Director or any staff necessary in connection with the items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

SECTION 4: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

SECTION 5: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 17th day of April, 2024.

Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization