



Date: August 20, 2025
9:00 am – 11:00 am

MIBOR Realtor Association
1912 N Meridian St, Indianapolis, IN 46202

MEETING AGENDA

1. Welcome & Introductions	Mayor Barnett, City of Franklin	5 min.
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ITEMS FOR RECOMMENDATION

2. Minutes from April 16, 2025	Mayor Barnett, City of Franklin	1 min.
3. Metropolitan Plan Amendment #2	Jen Higginbotham, IMPO	5 min.
a) Memo		
b) Resolution 2025-IMPO-013 – For Public Hearing		
c) Amendment		
d) Conformity Report		
e) System Performance Report		
4. Q3 Transportation Improvement Program Amendments	Cole Jackson, IMPO	5 min.
a) Memo		
b) Resolution 2025-IMPO-009 – For Public Hearing		
5. Membership Dues for 2026	Sean Northup, IMPO	7 min.
a) Dues spreadsheet		
b) Resolution 2025-IMPO-015		
6. Unified Planning Work Program for 2026	Sean Northup, IMPO	9 min.
a) Document		
b) Activities Table		
c) Resolution 2025-IMPO-014		
7. Local Planning Grant Call Recommendations	Cole Jackson, IMPO	5 min.
a) Memo		
b) Resolution 2025-IMPO-010		

STATUS UPDATES

8. 2025 Annual Safety Report	Andrea Miller/Jennifer Dunn, IMPO	10 min.
9. Coordinated Plan	Annie Dixon, IMPO	5 min.
10. Public Involvement Plan	Danielle Frey, IMPO	5 min.

OTHER BUSINESS

11. Infrastructure Call for Projects (10/6-11/28)	Sean Northup, IMPO	5 min.
12. Adjournment		

**Indianapolis Metropolitan Planning Organization
Transportation Policy Committee Meeting Minutes**
April 16, 2025
9:00 a.m.
MIBOR 1912 N Meridian St, Indianapolis, IN 46202

Committee Members

✓ = Present (blank) = Absent

✓ Boone County	Nick Parr	✓ City of Lawrence	Christopher Wilburn
Hancock County	Gary Pool	✓ Town of McCordsville	Mark Witsman
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	Luke Mastin	Town of Pittsboro	Steve Maple
Shelby County	Desiree Calderella	Town of Plainfield	Andrew Klinger
✓ Town of Avon	Steve Moore	City of Southport	Jim Cooney
Town of Bargersville	Dax Norton	✓ Town of Speedway	Grant Kleinhenz
✓ City of Beech Grove	Brad Meriwether	✓ City of Westfield	John Nail
Town of Brooklyn	Karen Howard	Town of Whiteland	Kevin McGinnis
Town of Brownsburg	Shawn Pabst	Town of Whitestown	Todd Barker
City of Carmel	Jeremy Kashman	✓ Town of Zionsville	Lance Lantz
Town of Cicero	Chad Amos	✓ IndyGo	Ryan Wilhite
Town of Cumberland	Ben Lipps	✓ CIRTA	Amanda Meyer
✓ Town of Danville	Mark Morgan	✓ INDOT	Valerie Cockrum
City of Fishers	Hatem Mekky	Indianapolis Airport Authority	Drew Genneken
✓ City of Franklin	Steve Barnett	Ports of Indiana	Jody Peacock
✓ City of Greenfield	Mark Myers	FHWA	Erica Tait
✓ City of Greenwood	Mark Myers	FTA	Cecilia Crenshaw
✓ City of Indianapolis	Nathan Sheets	IDE�	Shawn Seals

Others Present

Anna Gremling – Indianapolis MPO	Sean Northup – Indianapolis MPO
Jen Higginbotham – Indianapolis MPO	Cole Jackson – Indianapolis MPO
Andrea Miller – Indianapolis MPO	Olivia Anthony – Indianapolis MPO
Kate Zale - EMCS	Tim Beyer – Boone County
Julia Surber Brnardic – VS Engineering	

1. WELCOME

Mark Meyers called the meeting to order at 9:00am and asked attendees to introduce themselves.

ITEMS FOR APPROVAL

2. MINUTES FROM FEBRUARY 19, 2025 POLICY COMMITTEE MEETING

Mark Meyers asked for corrections to the minutes and heard none.

Member	Result
Boone County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
City of Beech Grove	Approve
Town of Danville	Approve

Member	Result
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
Town of Speedway	Approve

Member	Result
City of Westfield	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Steve Barnett moved to approve the minutes
Mark Morgan seconded the motion. A voice vote was conducted.
The minutes were approved.
MOTION PASSES.

3. EXECUTIVE DIRECTOR AUTHORITY TO APPROVE ADMINISTRATIVE MODIFICATIONS TO COMPLY WITH FHWA GUIDANCE

Anna Gremling stated the USDOT Indiana office stated the MPO must scrub documents of certain words, including climate change, greenhouse gas emissions, racial equity, gender equity, diversity, equity, and inclusion, environmental justice, justice 40 initiative, sustainability, cumulative impacts, sea level rise. **Gremling** stated these words have been removed from the TIP and UPWP, and **Gremling** is asking for permission to change the TIP, UPWP, and other documents as necessary. Gremling stated we would notify the board if additional documents are required to be scrubbed. **Gremling** stated the TIP and UPWP amendments are going to be resubmitted.

Chris Wilburn asked if the awarded grants are also affected. **Gremling** stated that awarded projects can move forward, but unawarded projects require changes. **Gremling** stated that it could also affect things like SS4A. **Wilburn** asked if it would affect the ability to be awarded funds, for example, in low socioeconomic status, would that impact how the MPO awards funds. **Gremling** stated that this is not an IMPO selection criterion.

Member	Result
Boone County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
City of Beech Grove	Approve
Town of Danville	Approve

Member	Result
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
Town of Speedway	Approve

Member	Result
City of Westfield	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Steve Moore moved to approve Resolution 2025-IMPO-007
Brad Meriwether seconded the motion. A voice vote was conducted.
The resolution was approved.
MOTION PASSES.

4. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Cole Jackson stated there were amendments to the 24-27 TIP. **Jackson** stated MPO received 23 INDOT amendment requests and 3 local amendment requests.

Mayor Meyers opened a public hearing, heard no comments, and closed the public hearing.

Member	Result
Boone County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Town of Avon	Approve
City of Beech Grove	Approve
Town of Danville	Approve

Member	Result
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
Town of Speedway	Approve

Member	Result
City of Westfield	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve
INDOT	Approve

Steve Moore moved to approve resolution 2025-IMPO-005
Tim Beyer seconded the motion
The resolution was approved
MOTION PASSES.

5. RECOGNITION OF ANITA BJORK

Anna Gremling stated Sean Northup would read resolution 2025-IMPO-006 recognizing Anita Bjork.

Member	Result
Boone County	Approve
Hamilton County	Approve
Hendricks County	Approve

Member	Result
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve

Member	Result
City of Westfield	Approve
Town of Zionsville	Approve
IndyGo	Approve

Johnson County	Approve
Town of Avon	Approve
City of Beech Grove	Approve
Town of Danville	Approve

City of Indianapolis	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
Town of Speedway	Approve

CIRTA	Approve
INDOT	Approve

John Nail moved to approve resolution 2025-IMPO-006
Luke Mastin seconded the motion. A voice vote was conducted.
MOTION PASSES.

STATUS REPORTS

6. UPCOMING LOCAL PLANNING GRANT CALL FOR PROJECTS

Cole Jackson informed the committee about the local planning grant program. Jackson stated the program has previously funded 22 plans for 19 local public agencies. **Jackson** stated many transportation planning projects and many community development projects are eligible, but we have fewer eligible community development projects than last time. Jackson stated the call would open in June and would be submitted through a Google Form.

7. COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Jen Higginbotham informed the committee about the coordinated public transit human services transportation plan. The plan was last updated in 2021 and is linked to section 5310 funding for transit. Projects selected for 5310 must cite a goal identified in the plan. The goals are developed by the agencies that participate in this plan, mostly public transit providers, human services providers, private transportation agencies, and planning agencies. **Ryan Wilhite** gave an overview of operators that participate, such as BOSMA, and exist all over the region.

8. STATE LEGISLATIVE UPDATE

Anna Gremling introduced the state legislative update; the session is closing soon. **Patrick Tamm** and **Abbi Raben** gave an overview of state legislation, including transportation funding, property tax legislation, BMV legislation, wheel tax options, and an increase in the speed limit on 465.

9. FEDERAL ACTION UPDATE - ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS (AMPO)

Anna Gremling informed that we had joined AMPO, and stated she participates in their policy committee. **Katie Economou** stated AMPO completes training, engagement, research, networking, communication between MPOs, and leadership opportunities. **Economou** stated AMPO is beginning to update guidance concerning changes, including monitoring NEPA review process, NOFOs for grants are being reviewed, and staff cuts are occurring, with a potential larger cut in May. **Economou** stated potential funding changes include new funding priorities, including economic returns and family success metrics. USDOT grant reviews involve multiple steps based on flagged elements, detailed reviews of each project, and potential scope revisions. **Economou** stated priorities include grant backlogs, improving project delivery, and streamlining NEPA and permitting. **Economou** gave an overview of legislative priorities to improve regional transportation planning.

OTHER ITEMS OF BUSINESS

10. OTHER ITEMS OF BUSINESS

Anna Gremling informed the committee about IMPO projects, including the maximizing land use project, the functional classification change call opening, and the upcoming SS4A process.

ADJOURNMENT

Eric Wathen moved to adjourn the April 16, 2025 Transportation Policy Committee meeting.
Steve Moore seconded the motion. A voice call was conducted.
The April 16, 2025 Transportation Policy Committee meeting was adjourned.
MOTION PASSES.



Memo

To: IMPO Transportation Committees
From: Jen Higginbotham
Date: July 24, 2025
Re: CIRCLE 2050 Metropolitan Transportation Plan (MTP) Amendment #2

The MPO will be making an amendment to the Circle 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 August 4-18. The final draft of the full document will be available for public hearing and Transportation Policy Committee review and consideration for approval at the August 20 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 CIRCLE 2050 MTP List of Projects:

- Updated Project Cost: CR 300 N (CR 600 W to CR 700 W and RAB @700W) – Hancock County – MTP #3106 – DES #2003034 – Existing Roadway Widening – Cost Updated from \$9,580,380 to **\$12,385,634**
- Updated Project Cost: Stinemyer Rd (500 W to 550 W) – Hancock County – MTP #3112 – DES #1902783 – New Road Construction – Cost Updated from \$3,441,553 to **\$5,233,038**
- Updated Project Cost: SR 32 (East Street to Mensa Road) – INDOT (Hamilton) – MTP #2021 – DES #2000158 – Added Travel Lanes – Cost Updated from \$17,418,000 to **\$96,345,197**
- Updated Project Cost: US 31 ATL (I-465 to 116th St) + IM @ 106th Street & 116th Street – INDOT (Hamilton) – MTP #6047 – DES #2002530 – Added Travel Lanes + Interchange Modification – MTP Cost Updated from \$81,483,256 to **\$105,901,462**
- Updated Project Cost: US 36 (Raceway Rd to Transfer Dr) – INDOT (Marion) – MTP #6042 – DES #1800035 – Added Travel Lanes – MTP Cost Updated from \$22,615,967 to **\$58,373,664**
- Updated Project Cost: I-65 (SR 252 to SR 44) – INDOT (Johnson & Shelby) – MTP #5011 – DES #2200928 – Added Travel Lanes – Cost Updated from \$46,917,544 to **\$36,480,544** (project split)
- Move Project: I-70 (SR 39 to SR 267) – INDOT (Hendricks) – MTP #4006 – DES #2002959 – Added Travel Lanes – \$78,336,774 – Move from Time Period 2 (2031-2040) to Illustrative List (2050+)
- Add Project: Quaker Blvd Bridge (Frontage Rd, 2.93mi S of US 40) – INDOT (Hendricks) – MTP #4008 – DES #2401739 – New Bridge – Cost \$66,890,000 – Add to E&C List (2020-2030)
- Add Project: I-70 Interchange @ CR 200 W – INDOT (Hancock) – MTP #3003 – DES #2401706 – New Interchange Construction – Cost \$56,000,000 – Add to Time Period 2 (2031-2040)

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

- None
- 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

IMPO MTP				
Time Period	2024-2030	2031-2040	2041-2050	TOTAL
State Revenues	\$5.2 B	\$10.9 B	\$13.9 B	\$30.1 B
State Spending	\$4.5 B	\$0.1 B	\$0.0 B	\$4.6 B
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$2.1 B	\$4.2 B	\$5.3 B	\$11.7 B
Local Spending	\$0.5 B	\$0.6 B	\$1.0 B	\$2.1 B
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.4 B	\$2.3 B	\$2.9 B	\$6.5 B
IndyGo Spending	\$0.8 B	\$0.0 B	\$0.0 B	\$0.8 B
Fiscally Constrained	✓	✓	✓	✓

Spending totals updated as part of the MTP Amendment described in this document.

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

Note: Some rows may not add up due to rounding.

If you have questions, please reach out to me at Jen.Higginbotham@IndyMPO.gov or 317-327-7587.

*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 25-IMPO-013

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 CIRCLE 2050 Metropolitan Transportation Plan (“MTP”) 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 #2 to the 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 MTP; and

WHEREAS, the IMPO consulted with the Interagency Consultation Group and the IMPO anticipates, subsequent to Policy Committee approval, the USDOT will find that the proposed Amendment #2 to the 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;

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

SECTION 1: That Amendment #2 to the 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 20th day of August 2025.

_____, Chair
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

Indianapolis Metropolitan Planning Organization

2050 Metropolitan Transportation Plan Amendment #2 – 2025Q3

*2050 Metropolitan Transportation Plan
2024-2027 & 2026-2029 Transportation Improvement Program*

July 28, 2025

Prepared by:
Indianapolis Metropolitan Planning Organization
200 East Washington Street, Suite 2322
Indianapolis, Indiana 46204
317-327-5136 | www.IndyMPO.org



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Appendices

Appendix A: Consultation Materials

Appendix B: CIRCLE 2050 MTP Replacement List of Projects/Cost

1. Transportation Conformity

Refer to the 2025-Q3 Transportation Conformity Determination Report for Central Indiana for required federal conformity determination for this Amendment #2 to the CIRCLE 2050 MTP.

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

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

2. Background

The 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 CIRCLE 2050 MTP Amendment #2 was made available for public review and comment from August 4-18, 2025, and during a public hearing on August 20, 2025 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 #2 to the CIRCLE 2050 MTP includes the following projects. See full updated table of CIRCLE 2050 MTP projects in Appendix B.

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

- Updated Project Cost: CR 300 N (CR 600 W to CR 700 W and RAB @700W) – Hancock County – MTP #3106 – DES #2003034 – Existing Roadway Widening – Cost Updated from \$9,580,380 to **\$12,385,634**
- Updated Project Cost: Stinemyer Rd (500 W to 550 W) – Hancock County – MTP #3112 – DES #1902783 – New Road Construction – Cost Updated from \$3,441,553 to **\$5,233,038**

- Updated Project Cost: SR 32 (East Street to Mensa Road) – INDOT (Hamilton) – MTP #2021 – DES #2000158 – Added Travel Lanes – Cost Updated from \$17,418,000 to **\$96,345,197**
- Updated Project Cost: US 31 ATL (I-465 to 116th St) + IM @ 106th Street & 116th Street – INDOT (Hamilton) – MTP #6047 – DES #2002530 – Added Travel Lanes + Interchange Modification – MTP Cost Updated from \$81,483,256 to **\$105,901,462**
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- Updated Project Cost: I-65 (SR 252 to SR 44) – INDOT (Johnson & Shelby) – MTP #5011 – DES #2200928 – Added Travel Lanes – Cost Updated from \$46,917,544 to **\$36,480,544** (project split)
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- Add Project: Quaker Blvd Bridge (Frontage Rd, 2.93mi S of US 40) – INDOT (Hendricks) – MTP #4008 – DES #2401739 – New Bridge – Cost \$66,890,000 – Add to E&C List (2020-2030)
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Other Non-Exempt amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- None
- 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

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	2024-2030	2031-2040	2041-2050	TOTAL
State Revenues	\$5.2 B	\$10.9 B	\$13.9 B	\$30.1 B
State Spending	\$4.5 B	\$0.1 B	\$0.0 B	\$4.6 B
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$2.1 B	\$4.2 B	\$5.3 B	\$11.7 B
Local Spending	\$0.5 B	\$0.6 B	\$1.0 B	\$2.1 B
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.4 B	\$2.3 B	\$2.9 B	\$6.5 B
IndyGo Spending	\$0.8 B	\$0.0 B	\$0.0 B	\$0.8 B
Fiscally Constrained	✓	✓	✓	✓

Spending totals updated as part of the MTP Amendment described in this document.

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

Note: Some rows may not add up due to rounding.

Appendix A – Consultation Materials

Public Review and Comment Materials

The Indianapolis MPO made this amendment available for public review and comment from August 4-18, 2025, and during a public hearing on August 20, 2025 at the Indianapolis MPO Transportation Policy Committee Meeting.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and the Recorder
- posted documents to the IMPO's website
- advertised the public comment opportunity via social media accounts
- included the public comment opportunity in the bi-weekly teMPO e-newsletter

Comments / questions received during the public comment period:

- No comments.

Comments / questions received during the public hearing:

- No comments.

Appendix B – CIRCLE 2050 MTP Replacement List of Projects/Cost

Projects that have been added or revised as part of this MTP Amendment #2 are indicated with a **bold** box around the item with an asterisk (*) next to the MTP ID.

MTP ID	LEAD AGENCY	DESCRIPTION	IMPROVEMENT	TIME PERIOD	2050 COST
1002	INDOT (Boone)	I-65/SR 267 Interchange Modification & New Interchange at CR 550 E	Interchange Modification & New Interchange	E&C (2024-2030)	\$33,864,611
1003	INDOT (Boone)	US 421 ATL from 2.91 miles north of the north leg of I-465 to 2.86 miles south of SR 32	Added Auxiliary / Turn Lanes (2.8 miles)	E&C (2024-2030)	\$27,650,000
2019	INDOT (Hamilton)	US 31 & 236th St Interchange	New Interchange Construction	E&C (2024-2030)	\$22,589,885
2020	INDOT (Hamilton)	SR 32 from 19th St to Presley Dr	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$2,819,427
2021*	INDOT (Hamilton)	SR 32 from East St to Mensa Rd	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$96,345,197
2022	INDOT (Hamilton)	SR 32 ATL between Cicero Creek and SR-38 W Junction	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$3,531,594
2023	INDOT (Hamilton)	US 31 Access Control from SR 38 to 286th St	Access Control & New Interchange	E&C (2024-2030)	\$53,570,388
2513	INDOT/Noblesville (STBG-3)	Boden Rd from Beauty Berry Ln to 156th St	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$9,512,500
2514	INDOT/Noblesville (STBG-3)	Olio Rd from 146th St to 156th St	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$14,289,211
3002	INDOT (Hancock)	I-70 from 1.0 mi west of Mt Comfort Rd to 1.2 mi east of SR 9	Widen from 4 lanes to 6 lanes	E&C (2024-2030)	\$168,099,808
3003*	INDOT (Hancock)	I-70 Interchange @ CR 200 W	New Interchange Construction	E&C (2024-2030)	\$56,000,000
4002	INDOT (Hendricks)	US 36 from Shiloh Crossing Dr to Raceway Rd	Widen from 4 lanes to 6 lanes	E&C (2024-2030)	\$10,676,697
4007	INDOT (Hendricks)	US 36 from Corottoman Ct to Shiloh Crossing Dr	Widen from 5 lanes to 6 lanes	E&C (2024-2030)	\$27,037,500
4008*	INDOT (Hendricks)	Quaker Blvd Bridge (Frontage Rd, 2.93 miles S of US 40)	New Bridge Construction	E&C (2024-2030)	\$66,890,000
4201	INDOT/Avon (STBG3)	Dan Jones Rd from 100 S to CR 150 S	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$11,330,395

5003	INDOT (Johnson)	SR 135 (Meridian St) from Stones Crossing to Whiteland Rd	Widen from 2 lanes to 5 lanes	E&C (2024-2030)	\$35,674,053
5004	INDOT (Johnson)	I-69 Section 6: SR 39 to I-465 + ATL on I-465	New Road	E&C (2024-2030)	\$2,033,149,334
5008	INDOT (Johnson)	US 31 from S Main St to Israel Ln	Widen from 4 lanes to 5 lanes	E&C (2024-2030)	\$64,828,453
5011*	INDOT (Johnson)	I-65 from 0.54 miles N of SR 252 to 0.96 miles S of SR 44	Widen from 4 to 6 lanes	E&C (2024-2030)	\$36,480,544
6005	INDOT (Marion)	I-69/I-465 IM & ATL on I-69 from 2,000 ft south of 75th St to 86th St (Clear Path)	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	\$767,375,681
6036	INDOT (Marion)	I-65 Safety & Efficiency Project (from I-465 to I-70 SE side)	Widen from 6 lanes to 8 lanes	E&C (2024-2030)	\$121,920,604
6039	INDOT (Marion)	North Split Interchange Modification	Interchange Modification Multi-Level	E&C (2024-2030)	\$408,677,725
6042*	INDOT (Marion)	US 36 from Raceway Rd to I-465	Widen from 4 lanes to 6 lanes	E&C (2024-2030)	\$5,837,366
6043	INDOT (Marion)	I-465 NW Added Travel Lanes from W 86th St to College Ave.	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	\$301,825,000
6045	INDOT (Marion)	I-465 at US 36/SR 67/Pendleton Pike (Exit 42)	Interchange Modification	E&C (2024-2030)	\$9,281,709
6046	INDOT (Marion)	I-465 at US 421/Michigan Road (Exit 27) Interchange Modification with Added Travel Lanes	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	\$31,400,000
6047*	INDOT (Hamilton)	US 31 Added Travel Lanes (I-465 to 116th St) & Interchange Modifications at 106th St & 116th St	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	\$105,901,462
9003	IndyGo	Red Line BRT - Extensions to Marion Co. Line	Transit Enhancement Capital Projects	E&C (2024-2030)	\$148,295,745
9006	IndyGo	Blue Line BRT	Transit Enhancement Capital Projects	E&C (2024-2030)	\$371,512,686
9007	IndyGo	Purple Line BRT	Transit Enhancement Capital Projects	E&C (2024-2030)	\$182,770,759
9008	IndyGo	Marion County Transit Plan Local Network Improvements	Transit Holistic Network Changes	E&C (2024-2030)	\$28,000,000
2018	Fishers	141st St & SR 37 Interchange	New Interchange Construction	E&C (2024-2030)	\$38,950,791

2119	Hamilton County	146th St & Hazel Dell Parkway	New/Modified Arterial Interchange	E&C (2024-2030)	\$42,646,000
2122	Hamilton County	146th St & Allisonville Rd Interchange	Grade Separated Interchange	E&C (2024-2030)	\$42,557,000
2445	Westfield	SR 32 from Poplar to East St.	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$15,000,000
2508	Noblesville	Pleasant St from 10th St to River Rd	Widen from 2 to 4 lanes; New Road - 2 lanes	E&C (2024-2030)	\$55,113,445
2509	Noblesville	Pleasant St from 10th St to 19th St	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$17,820,000
2510	Noblesville	Pleasant St from River Rd to SR 32/Hague Rd intersection	New Road 2 lanes	E&C (2024-2030)	\$28,189,250
3102	Hancock County	600 W from 400 N to 550 N	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$24,603,038
3106*	Hancock County	CR 300 N from CR 600 W to CR 700 W	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$12,385,634
3112*	Hancock County	Stinemeyer Rd Connection	New Road	E&C (2024-2030)	\$5,233,038
4122	Hendricks County	Ronald Reagan Pkwy from CR 600 N to CR 750 N	New Road 4 lanes	E&C (2024-2030)	\$68,900,067
4208	Avon	Dan Jones Rd from CR 150 S to Bradford Rd	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$9,293,250
4209	Avon	Dan Jones Rd from US 36 to CR 100 N	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$13,352,356
5112	Johnson County	Smith Valley Rd from Peterman Rd to Restin Rd	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$15,852,100
5209	Greenwood	Smith Valley Rd from Browning Dr to US 31	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$5,779,710
6116	Indianapolis DPW	County Line Rd from I-69 to Depot Dr	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$49,590,000
6160	Indianapolis DPW	County Line Rd from Depot Dr to Wood Creek Dr	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	\$30,260,000
6164	Indianapolis DPW	Henry St from Harding St to White River Pkwy W Dr	New Road 2 lanes	E&C (2024-2030)	\$7,770,000

6165	Indianapolis DPW	Emerson Ave from Co Line Rd to Stop 11 Rd	Widen from 3 lanes to 5 lanes	E&C (2024-2030)	\$14,903,875
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MTP ID	LEAD AGENCY	DESCRIPTION	IMPROVEMENT	PERIOD	YEAR OF EXPENDITURE COST
9004	IndyGo	Red Line BRT - Extension to Hamilton Co.	Transit New Route/Fixed Guideway	1 2024-2030	\$40,000,000
9005	IndyGo	Red Line BRT - Extension to Johnson Co.	Transit New Route/Fixed Guideway	1 2024-2030	\$2,965,650
2121	Hamilton County	146th St & Carey Rd	New/Modified Arterial Interchange	2 2031-2040	\$100,203,032
2501	Noblesville	Greenfield Ave from Allisonville Rd/10th St to SR 37	Widen from 2 lanes to 4 lanes	2 2031-2040	\$82,434,568
3310	McCordsville	Mt. Comfort Rd/CR 600 W from CR 750 N to CR 700 N	Widen from 2 lanes to 4 lanes	2 2031-2040	\$12,551,965
3312	McCordsville	Mt. Comfort Rd/CR 600 W from CR 600 N to Aurora Way	Widen from 2 lanes to 4 lanes	2 2031-2040	\$12,472,882
4005	INDOT (Hendricks)	US 36 from Avon Ave to Shiloh Crossing Dr	Widen from 4 lanes to 6 lanes	2 2031-2040	\$55,161,936
4105	Avon	CR 100 N (10th St.) from Raceway Rd to Avon Ave	Widen from 2 lanes to 4 lanes	2 2031-2040	\$66,144,748
4206	Avon	Avon Ave from CR 300 S to CR 100 S	Widen from 2 lanes to 4 lanes	2 2031-2040	\$45,137,451
4212	Avon	Dan Jones Rd from Bradford Rd to CR 300 S	Widen from 2 lanes to 4 lanes	2 2031-2040	\$21,118,174
4504	Plainfield	Perimeter Pkwy NE/CR 300 S from Avon Ave to Dan Jones Rd	Widen from 2 lanes to 4 lanes	2 2031-2040	\$14,975,484
4509	Plainfield	Ronald Reagan Pkwy from I-70 to Bradford Blvd	Widen from 4 lanes to 6 lanes	2 2031-2040	\$24,109,585
5110	Johnson County	Smith Valley Rd from Mullinix Rd to Morgantown Rd	Widen from 2 lanes to 4 lanes	2 2031-2040	\$34,143,214
5111	Johnson County	Smith Valley Rd from Morgantown Rd to Peterman Rd	Widen from 2 lanes to 4 lanes	2 2031-2040	\$29,839,914
5203	Greenwood	Smith Valley Rd from SR 135 to Browning Dr	Widen from 2 lanes to 4 lanes	2 2031-2040	\$62,069,110
5210	Greenwood	Smith Valley Rd from US 31 to Grassy Creek Ln	Widen from 2 lanes to 4 lanes	2 2031-2040	\$37,568,146
6172	Indianapolis DPW	16th St/Crawfordsville Rd/Holt Rd reconfiguration/roundabout	New Road 4 lanes	2 2031-2040	\$45,159,662
6173	Indianapolis DPW	County Line Rd from Wood Creek Dr to SR 135	Widen from 2 lanes to 4 lanes	2 2031-2040	\$30,606,179
1203	Zionsville	96th St from Zionsville Rd to Hamilton Co. line	Widen from 2 lanes to 4 lanes	3 2041-2050	\$27,266,285
1208	Zionsville	Complete Bennett Pkwy from 96th St (east of Hoosier Village Dr) to 106th St	New Road 2 lanes	3 2041-2050	\$30,835,881

2108	Hamilton County	146th St from SR 37 to Boden Rd	Widen from 4 lanes to 6 lanes	3	2041-2050	\$83,105,050
2120	Hamilton County	146th St & Gray Rd	New/Modified Arterial Interchange	3	2041-2050	\$155,697,652
2306	Fishers	Allisonville Rd from 131st St to 146th St	Widen from 2 lanes to 4 lanes	3	2041-2050	\$31,488,027
2402	Westfield	161st St from Farr Hills Dr to Spring Mill Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	\$36,526,441
2502	Noblesville	Allisonville Rd from 146th St to Greenfield Ave	Widen from 2 lanes to 4 lanes	3	2041-2050	\$150,001,697
3308	McCordsville	Mt. Comfort Rd/CR 600 W from CR 900 N to CR 800 N	Widen from 2 lanes to 4 lanes	3	2041-2050	\$35,836,714
4207	Avon	Avon Ave from Northfield Dr to US 36	Widen from 2 lanes to 4 lanes	3	2041-2050	\$83,104,063
4210	Avon	Dan Jones from CR 100 N to Northfield Dr.	Widen from 2 lanes to 4 lanes	3	2041-2050	\$39,604,485
5207	Greenwood	Main St from Graham Rd to Combs Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	\$12,970,010
5208	Greenwood	Main St from Combs Rd to Five Points Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	\$21,016,676
6102	Indianapolis DPW	79th St from Fall Creek Rd to Sunnyside Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	\$41,499,100
6162	Indianapolis DPW	New road from SR 67/Kentucky Ave to Mooresville Rd	New Road 4 lanes	3	2041-2050	\$139,850,897
6170	Indianapolis DPW	Hague Rd from 82nd St to 96th St	Widen from 2 lanes to 4 lanes	3	2041-2050	\$61,447,271
1105	Boone County	CR 300 S From Whitestown limits to Hamilton County Line	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050		\$147,955,098
1107	Hendricks County	Ronald Reagan Pkwy from CR 750 N to I-65	New Road 4 lanes	Illustrative: Beyond 2050		\$272,945,554
1210	Zionsville	Oak St from Ford Rd to Whitestown Limits (just east of Stonegate Dr)	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050		\$56,293,690
1301	Whitestown	New Road from CR 550 S & Perry Worth Rd to CR 575 E & CR 500 S	New Road 4 lanes	Illustrative: Beyond 2050		\$41,466,223
1302	Whitestown	Whitestown Pkwy from CR 475 E to Indianapolis Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050		\$44,605,984
1303	Whitestown	CR 575 E from CR 500 S to Albert S White Dr	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050		\$75,395,374
2103	Hamilton County	206th St from SR 19 to Cumberland Rd	New Road 4 lanes	Illustrative: Beyond 2050		\$48,370,410
2105	Hamilton County	206th St from Hague & Carrigan Rd to SR 19	New Road 4 lanes	Illustrative: Beyond 2050		\$52,792,378
2106	Hamilton County	Olio Rd from 146th St to SR 38	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050		\$48,302,637
2107	Hamilton County	Olio Rd from SR 38 to SR 32	New Road 4 lanes	Illustrative: Beyond 2050		\$70,389,837
2113	Hamilton County	206th St from Cumberland Rd to SR 37	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050		\$63,715,789

2114	Hamilton County	206th St from SR 37 to Olio Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$56,663,655
2115	Hamilton County	256th St from SR 19 to Mt Pleasant Rd	New Road 4 lanes	Illustrative: Beyond 2050	\$58,677,376
2116	Hamilton County	Olio Rd from SR 32 to 206th St	New Road 4 lanes	Illustrative: Beyond 2050	\$122,812,348
2117	Hamilton County	Olio Rd from 206th St to Strawtown Ave	New Road 4 lanes	Illustrative: Beyond 2050	\$80,072,139
2118	Hamilton County	Olio Rd from Strawtown Ave to SR 37/213	New Road 4 lanes	Illustrative: Beyond 2050	\$121,784,939
2305	Fishers	96th St from Cumberland Rd to Mollenkopf Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$18,304,317
2308	Fishers	Lantern Rd from 96th St to 106th St	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$83,105,050
2309	Fishers	126th St from Cyntheanne Rd to Southeastern Pkwy & Florida Rd	New Road 2 lanes	Illustrative: Beyond 2050	\$46,981,353
2403	Westfield	161st St from Union St to Gray Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$55,833,508
2405	Westfield	Spring Mill Rd from 146th St to SR 32	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$85,307,814
2410	Westfield	161st St from Spring Mill Rd to Towne Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$61,085,623
2433	Westfield	Spring Mill Rd from SR 32 to 191st St	Widen from 2 lanes to 3 lanes	Illustrative: Beyond 2050	\$24,583,840
2441	Westfield	Wheeler Rd from Tournament Trail to 186th St	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$17,622,117
2503	Noblesville	191st St from Little Chicago Rd to Moontown Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$66,822,674
2504	Noblesville	Boden Rd from 156th St to SR 38	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$81,831,063
2505	Noblesville	Little Chicago Rd from SR 38 to Carrigan Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$112,702,645
2511	Noblesville	146th St from Olio Rd to Atlantic Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$144,149,576
2512	Noblesville	141st St from Prairie Baptist Rd to Cyntheanne Rd	New Road 2 lanes	Illustrative: Beyond 2050	\$36,970,281
3107	Hancock County	CR 300 N from CR 500 W to CR 400 W	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$48,967,654
3110	Hancock County	CR 200 W from CR 300 N to US 40	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$18,579,974
3113	Hancock County	CR 300 N from CR 400 W to SR 9	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$188,627,529
3306	McCordsville	CR 800 N & CR 600 W to CR 500 W (1,300' south of CR 900 N)	New Road 2 lanes	Illustrative: Beyond 2050	\$36,122,425
3307	McCordsville	Mt. Comfort Rd/CR 600 W from CR 1000 N to CR 900 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$39,513,475
3309	McCordsville	Mt. Comfort Rd/CR 600 W from CR 800 N to CR 750 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$24,544,793
3311	McCordsville	Mt. Comfort Rd/CR 600 W from CR 700 N to CR 600 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$41,536,530

3313	McCordsville	Mt. Comfort Rd/CR 600 W from Aurora Way to CR 500 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$18,442,308
4006*	INDOT (Hendricks)	I-70 from 0.76 mi W of SR 39 to SR 267	Widen from 4 lanes to 6 lanes	Illustrative: Beyond 2051	\$78,336,774
4107	Hendricks County	New road from Miles Rd & US 40 to CR 300 E & CR 350 S	New Road 2 lanes	Illustrative: Beyond 2050	\$47,679,991
4108	Hendricks County	CR 100 N from CR 200 E to CR 500 E	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$89,450,327
4109	Hendricks County	CR 100 S from CR 300 E to CR 400 E	New Road 2 lanes	Illustrative: Beyond 2050	\$9,295,996
4111	Hendricks County	CR 200 N from CR 225 E to CR 475 E	New Road 2 lanes	Illustrative: Beyond 2050	\$39,937,438
4112	Hendricks County	CR 200 N from CR 600 E to Avon Ave	New Road 2 lanes	Illustrative: Beyond 2050	\$27,542,777
4113	Hendricks County	CR 200 S from CR 225 E to CR 300 E	New Road 2 lanes	Illustrative: Beyond 2050	\$16,389,227
4114	Hendricks County	CR 500 N from CR 500 E to CR 400 E	New Road 2 lanes	Illustrative: Beyond 2050	\$18,649,526
4115	Hendricks County	CR 750 S from CR 375 E to CR 525 E	New Road 2 lanes	Illustrative: Beyond 2050	\$34,915,463
4116	Hendricks County	CR 950 N from CR 800 E to CR 925 E	New Road 2 lanes	Illustrative: Beyond 2050	\$25,940,019
4117	Hendricks County	CR 300 E from CR 350 S to CR 200 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$85,874,944
4118	Hendricks County	Hendricks County Rd from CR 525 E to CR 925 E	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$93,477,770
4120	Hendricks County	CR 300 E from CR 400 N to Pittsboro (CR 375 E)	New Road 2 lanes	Illustrative: Beyond 2050	\$53,458,139
4121	Hendricks County	CR 900 N from CR 275 E to CR 500 E	New Road 2 lanes	Illustrative: Beyond 2050	\$33,814,081
4123	Hendricks County	CR 200 N from Washington St to CR 100 E	New Road 2 lanes	Illustrative: Beyond 2050	\$17,819,380
4202	Avon	CR 200 N (21st St) from Dan Jones Rd to Ronald Reagan Pkwy	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$67,221,802
4205	Avon	Avon Ave from CR 100 S to US 36	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$39,910,808
4211	Avon	New Road from Bradford Rd & Dan Jones Rd/CR 800 E to Oriole Way/ CR 150 S & Turner Trace Pl	New Road 2 lanes	Illustrative: Beyond 2050	\$40,063,069
4401	Danville	Extend Lincoln St from Clear Creek Dr to US 36 & CR 200 W and from Tennessee St to US 36 & Main St	New Road 2 lanes	Illustrative: Beyond 2050	\$93,198,315
4505	Plainfield	Perimeter Pkwy SW/CR 600 S from Center St to Moon Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$33,066,128
4506	Plainfield	Perimeter Pkwy NW/Gibbs Rd from Vestal Rd to Saratoga Pkwy	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$21,674,218
4507	Plainfield	Perimeter Pkwy SW/Moon Rd from US 40 to Hadley Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$25,759,196
4510	Plainfield	New Road from Miles Rd & CR 600S to CR 525 E & CR 700 S	New Road 2 lanes	Illustrative: Beyond 2050	\$35,137,384

4511	Plainfield	New Road from US 40/Main St & Quaker Blvd to Township Line Rd/ CR 300 S & Bluewood Way	New Road 4 lanes	Illustrative: Beyond 2050	\$77,261,148
4512	Plainfield	New Road 1A from Quaker Blvd & CR 750 S to 1 mile south, then 1.5 miles east to SR 1025 E	New Road 4 lanes	Illustrative: Beyond 2050	\$95,959,990
4513	Plainfield	New Road 1B from 2,600 feet south of SR 800 S & SR 1025 E, northeast to CR 800 S (200 feet east of CR 1050 E), with a midpoint connector to Heartland Blvd & SR 67	New Road 4 lanes	Illustrative: Beyond 2050	\$24,978,365
4514	Plainfield	New Road 1C from CR 825 E & Hendricks County Rd/CR 1400 N, northeast to a proposed intersection for New Road 1A	New Road 4 lanes	Illustrative: Beyond 2050	\$35,441,497
4601	Pittsboro	Jeff Gordon Blvd from I-74 to Wall St/CR 750 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$13,200,149
4602	Pittsboro	Jeff Gordon Blvd from I-74 to CR 850 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$10,635,737
4603	Pittsboro	Mitchell Ave from US 136/Main St to Jeff Gordon Blvd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$11,433,006
4604	Pittsboro	New Road #4 from 2,600 feet south of CR 900 N & Jeff Gordon Blvd to the west 2,300 feet	New Road 2 lanes	Illustrative: Beyond 2050	\$8,153,517
4605	Pittsboro	New Road #1 from US 136 (E of Brooks Way) to CR 375 E (E of CR 250 E)	New Road 2 lanes	Illustrative: Beyond 2050	\$16,159,087
4606	Pittsboro	New Road #2 from center of New Road #1 to CR 375 E (2,300 ft east of CR 250 E)	New Road 2 lanes	Illustrative: Beyond 2050	\$8,112,421
4607	Pittsboro	New Road #3 from US 136 & Mitchell Ave to CR 651 N & Maple St	New Road 2 lanes	Illustrative: Beyond 2050	\$18,485,141
4608	Pittsboro	New Road #5 from western end of New Road #4 to the west 1,600 feet	New Road 2 lanes	Illustrative: Beyond 2050	\$6,460,347
4609	Pittsboro	New Road #6 from 3,900 feet west of CR 900 N & Jeff Gordon Blvd, south 2,600 feet to New Road #5	New Road 2 lanes	Illustrative: Beyond 2050	\$10,323,404
5103	Johnson County	Clark School Rd from Franklin Rd/ CR 440 E to east of Harvey Road/ CR 600 E	New Road 2 lanes	Illustrative: Beyond 2050	\$36,090,819
5104	Johnson County	CR 144 from I-69 to Whiteland Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$113,590,326
5109	Johnson County	CR 450 E from Greensburg Rd, south to Old US 31	New Road 2 lanes	Illustrative: Beyond 2050	\$24,213,973
5113	Johnson County	Whiteland Rd from Saddle Club Rd to SR 135	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$31,471,589
5114	Johnson County	CR 144 from Whiteland Rd to SR 135	Widen from 2 lanes to 3 lanes	Illustrative: Beyond 2050	\$99,001,120
5115	Johnson County	Frontage Rd from Stones Crossing Rd to Olive Branch Rd & Mullinix Rd	New Road 2 lanes	Illustrative: Beyond 2050	\$39,559,352
5116	Johnson County	Mullinix Rd from Smith Valley Rd to Wakefield Rd/Bluff Rd	New Road 2 lanes	Illustrative: Beyond 2050	\$40,816,900
5205	Greenwood	Stones Crossing Rd from Honey Creek Rd to SR 135	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$31,685,290
5206	Greenwood	Stones Crossing Rd/Worthsville Rd from Averitt Rd to Honey Creek Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$17,720,748
5301	Whiteland	New Road from CR 400 N/Paul Hand Blvd & US 31 to CR 500 N & CR 300 E	New Road 2 lanes	Illustrative: Beyond 2050	\$150,938,694

6121	Indianapolis DPW	Southport Rd from Mann Rd to I-69	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	\$99,091,532
6136	Indianapolis DPW	New road from Mooresville Rd to Mann Rd	New Road 4 lanes	Illustrative: Beyond 2050	\$124,727,438
6168	Indianapolis DPW	Henry St from Kentucky Ave to Drover St (across White River)	New Road 2 lanes	Illustrative: Beyond 2050	\$100,332,642
6171	Indianapolis DPW	86th St from Center Run Dr to Masters Rd/Craig St	New Road 2 lanes	Illustrative: Beyond 2050	\$21,920,796

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* –

2025-Q3 | July 28, 2025

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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)
 - [CIRCLE 2050 MTP](#) (Up to and including 2025Q1 Amendment)
 - [2024-2027 IRTIP \(MiTIP\)](#) (Up to and including 2025Q2 Amendment)
 - [2026-2029 IRTIP](#) (IMPO Approved February 2025 – Pending inclusion in the STIP)
- Madison County Council of Governments (mccog.net)
 - [2050 In Motion MTP](#) (Adopted March 3, 2022)
 - [2022-2026 TIP](#) (Current through April 2025)
 - 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, CIRTA, 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) members received an email on July 23, 2025 which included a proposed Amendment #2 to the CIRCLE 2050 MTP and a projected timeline for the approval process. Recipients were asked to provide questions and comments by July 30, 2025.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The CIRCLE 2050 MTP draft document and 2025-Q3 Transportation Conformity Determination Report were made available for public review and comment from August 4-18, 2025. A public hearing for these documents was held on August 20, 2025, 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 July 23, 2025, which included proposed updated and amendments to the IMPO's IRTIP and a projected timeline for the amendment process. The ICG were asked to provide questions, comments, or their concurrence by July 30, 2025.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The 2025-Q3 Transportation Conformity Determination Report was made available for public review and comment from August 4-18, 2025. Proposed 2025Q3 TIP Amendments to 2026-2029 IRTIP and the 2024-2027 IRTIP were made available for public review and comment by the IMPO from August 4-18, 2025.

A public hearing for these documents was held on August 20, 2025, 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 Non-Exempt projects, none of which will be amended into the IMPO 2050 MTP because they are outside of the Metropolitan Planning Area. The IMPO coordinated with MCCOG and CAMPO as appropriate.

- Updated Project Cost: CR 300 N (CR 600 W to CR 700 W and RAB @700W) – Hancock County – MTP #3106 – DES #2003034 – Existing Roadway Widening – Cost Updated from \$9,580,380 to **\$12,385,634**
- Updated Project Cost: Stinemyer Rd (500 W to 550 W) – Hancock County – MTP #3112 – DES #1902783 – New Road Construction – Cost Updated from \$3,441,553 to **\$5,233,038**
- Updated Project Cost: SR 32 (East Street to Mensa Road) – INDOT (Hamilton) – MTP #2021 – DES #2000158 – Added Travel Lanes – Cost Updated from \$17,418,000 to **\$96,345,197**
- Updated Project Cost: US 31 ATL (I-465 to 116th St) + IM @ 106th Street & 116th Street – INDOT (Hamilton) – MTP #6047 – DES #2002530 – Added Travel Lanes + Interchange Modification – MTP Cost Updated from \$81,483,256 to **\$105,901,462**
- Updated Project Cost: US 36 (Raceway Rd to Transfer Dr) – INDOT (Marion) – MTP #6042 – DES #1800035 – Added Travel Lanes – MTP Cost Updated from \$22,615,967 to **\$58,373,664**
- Updated Project Cost: I-65 (SR 252 to SR 44) – INDOT (Johnson & Shelby) – MTP #5011 – DES #2200928 – Added Travel Lanes – Cost Updated from \$46,917,544 to **\$36,480,544** (project split)
- Move Project: I-70 (SR 39 to SR 267) – INDOT (Hendricks) – MTP #4006 – DES #2002959 – Added Travel Lanes – \$78,336,774 – Move from Time Period 2 (2031-2040) to Illustrative List (2050+)
- Add Project: Quaker Blvd Bridge (Frontage Rd, 2.93mi S of US 40) – INDOT (Hendricks) – MTP #4008 – DES #2401739 – New Bridge – Cost \$66,890,000 – Add to E&C List (2020-2030)
- Add Project: I-70 Interchange @ CR 200 W – INDOT (Hancock) – MTP #3003 – DES #2401706 – New Interchange Construction – Cost \$56,000,000 – Add to Time Period 2 (2031–2040)

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	2024-2030	2031-2040	2041-2050	TOTAL
State Revenues	\$5.2 B	\$10.9 B	\$13.9 B	\$30.1 B
State Spending	\$4.5 B	\$0.1 B	\$0.0 B	\$4.6 B
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$2.1 B	\$4.2 B	\$5.3 B	\$11.7 B
Local Spending	\$0.5 B	\$0.6 B	\$1.0 B	\$2.1 B
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.4 B	\$2.3 B	\$2.9 B	\$6.5 B
IndyGo Spending	\$0.8 B	\$0.0 B	\$0.0 B	\$0.8 B
Fiscally Constrained	✓	✓	✓	✓

Spending totals updated as part of the MTP Amendment described in this document.

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

Note: Some rows may not add up due to rounding.

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. The Transportation Conformity Determination Report was made available for public review and comment from August 4-18, 2025.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and the Recorder
- posted documents to the IMPO's website
- advertised the public comment opportunity via social media accounts
- included the public comment opportunity in the bi-weekly teMPO e-newsletter

Comments / questions received during the public comment periods:

- No comments.

Comments / questions received during the public hearing:

- No comments.

Indianapolis Metropolitan Planning Organization

Metropolitan Transportation Plan System Performance Report

2025-Q3 | July 28, 2025

Prepared by:
Indianapolis Metropolitan Planning Organization
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Indianapolis, Indiana 46204
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1. Purpose

Updates or amendments to Metropolitan Transportation Plans (MTPs) for metropolitan planning organizations (MPOs) must incorporate a System Performance Report that addresses federal transportation performance management measures and related information.

Transportation performance management requirements can be found in the Code of Federal Regulations (CFR), Title 23 Parts 450 and 490, and Title 49 Parts 625 and 673.

2. Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)¹. This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the IMPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its MTP. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

In February 2022 an agreement was executed between the Indiana Department of Transportation (INDOT), the Indianapolis MPO (IMPO), and the Indianapolis Public Transportation Corporation (IndyGo) to establish planning roles and responsibilities for communication and coordination between the agencies.

The IMPO's CIRLCE 2050 MTP was proposed for adoption on December 4, 2024. Per the Planning Rule, the System Performance Report for the IMPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

¹ The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

3. Highway Safety Measures (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The IMPO approved safety performance targets on December 4, 2024. The IMPO is expressly supporting the statewide targets developed by INDOT. The following data information is for the entire state.

INDOT's actual recorded data and future safety targets based on five-year rolling averages are:

Measure	5-Year Average Actual					
	2014 - 2018	2015 - 2019	2016 - 2020	2017 - 2021	2018 - 2022	2019 - 2023
Number of fatalities	833.4	846.4	862.4	883	895	894.2
Rate of fatalities (per 100 million VMT)	1.03	1.038	1.064	1.101	1.068	1.088
Number of serious injuries	3,375.3	3,319.8	3,293.4	3,295.4	3,306.4	3,348.1
Rate of serious injuries (per 100 million VMT)	4.173	4.07	4.06	4.112	3.889	3.732
Number of non-motorized fatalities and serious injuries	383.8	376.8	380.2	395	400.2	401.2

Measure	5-Year Average Targets		Future 5-Year Average Targets	
	2015 - 2019 Targets	2017 - 2021 Targets	2020 - 2024 Targets	2021 - 2025 Targets
Number of fatalities	889.6	817.3	876.3	812.4
Rate of fatalities (per 100 million VMT)	1.087	1.006	1.072	1.009
Number of serious injuries	3,501.9	3,311.4	3,281.1	3,031.9
Rate of serious injuries (per 100 million VMT)	4.234	4.088	3.987	3.402
Number of non-motorized fatalities and serious injuries	393.6	393.6	399.6	363.4

In support of the statewide safety targets, the IMPO has created tools and programs to support safer transportation facilities. These resources and plans are available for viewing at www.indympo.gov.

² 23 CFR Part 490, Subpart B

The IMPO has, for several years, supported a regional **Crash Dashboard**. Data in this dashboard comes from the Indiana Automated Reporting Information Exchange System (ARIES) database. ARIES contains traffic reports from police enforcement statewide. Since 2017 the IMPO has cleaned up the locations of fatal and incapacitating injury crashes to support more accurate analysis.

- As of this report, incapacitating injury and fatal crash records from 2012-November 2024 have been cleaned. The ARIES data for future years will be cleaned up as necessary and added as available.
- The crash dashboard has become a key reference in the region for news agencies and safety advocacy groups. The dashboard currently displays crash data from 2015 – November 2024.

The 2024 Safe Streets and Roads for All **Safety Action Plan** approved in June 2024. It consists of several components: goal setting, safety analysis, public engagement, equity analysis, policy and process proposals, and progress reporting. This Safety Action Plan represents the beginning of a more concentrated effort to improve safety in the Central Indiana MPA, and provides a foundation for the IMPO to pursue supplemental planning work on this topic. The plan will be updated annually throughout the life of the 5-year federal program to better understand the issues facing our region.

The IMPO developed a **High Injury Network** (HIN) to identify the local corridors with the highest frequencies of crashes resulting in incapacitating injuries and fatalities within the MPA. The HIN represents the top 10% (234 centerline miles) of regional collector and arterial streets scored by the number of incapacitating injury and fatal crashes per centerline mile. The HIN enables IMPO and LPAs to prioritize safety investments and other strategies on the streets with the highest number of severe crashes to make rapid progress towards regional safety goals.

The IMPO completed 24 **Road Safety Audits** (RSAs) at high crash intersection locations in 2019. In 2023 the IMPO completed an **Intersection Safety Study** focused on 19 high-crash locations, among them 5 high-priority pedestrian and bicycle locations.

Crash data is a factor for prioritizing need for the **Regional Pedestrian Plan** and a focus for analysis and recommendations in the **Regional Bikeways Plan**. The Central Indiana Regional Active Transportation Plan was approved in May 2024.

The IMPO's Transportation Policy Committee adopted an updated **Vision Zero** statement on August 17, 2022 which set a goal of reducing fatal and serious crashes by 35% by 2040.

The IMPO ran a targeted outreach campaign against distracted driving during the summer of 2022. The call to action, **EYES UP, JUST DRIVE**, was directed at drivers on billboards, IndyGo bus tails, the radio, print in Indianapolis Recorder and La Voz, and on social media. From June 1 - August 31, Spotify ads reached 404k users and radio spots played on Radio Latina and Urban One.

The **CIRCLE 2050 MTP** (a major MTP update approved December 2024) supports improved transportation safety:

- through goals, objectives, and strategies, including:
 - Goal 7: Improve Safety for Travelers System-Wide Especially in Higher Crash and Hazardous Areas
 - Objective: Reduce serious and fatal crashes by 35% by 2040 (per regional Vision Zero commitment).
 - Goal 8: Create Safe and Comfortable Mobility Options for All by Promoting Good Design Practices
 - Objective: Advance the influence of safe street design throughout the region
- by awarding points during project selection to capacity expansion projects that are on the High Injury Network and/or intend to include proven safety countermeasures in their project design, and
- by incorporating by reference the Indiana statewide safety trends and targets.

The **IMPO's Transportation Improvement Program (TIP)** supports improved transportation safety by providing funding for projects that improve safety across the region. The TIP funds a certain number of projects within the Highway Safety Improvement Program (HSIP) which can be used only for projects and plans that improve the safety of the network, including roundabouts, signage projects, and safety studies. The TIP Also funds projects through the Transportation Alternatives Program (TAP) program which funds projects like trails or streetscape improvements, which provide safe facilities for pedestrians and cyclists. Projects funded through the Surface Transportation Block Grant (STBG) program are required to follow a Complete Streets Policy help to support the needs of all road users.

4. Pavement and Bridge Condition Measures (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The IMPO approved pavement and bridge condition targets on December 2, 2022. The IMPO is expressly supporting the statewide target developed by INDOT. **The following data information is for the entire state.**

INDOT's actual reported data and future statewide pavement and bridge targets (based on a certified Transportation Asset Management Plan) are:

Measure	Actual Reported Numbers							
	2017	2018	2019	2020	2021	2022	2023	2024
% of Interstate Pavements in Good Condition	73.60%	67.30%	56.50%	70.10%	73.20%	73.20%	69.10%	65.40%
% of Interstate Pavements in Poor Condition	0.40%	0.20%	0.50%	0.30%	0.40%	0.50%	0.40%	0.60%
% of non-Interstate NHS Pavements in Good Condition	44.30%	43.90%	44.80%	54.20%	61.00%	57.60%	50.90%	48.40%
% of non- Interstate NHS Pavements in Poor Condition	2.30%	1.90%	0.90%	0.70%	0.40%	0.60%	0.80%	0.90%
% of NHS bridges by deck area classified as in Good condition	50.00%	49.70%	48.00%	49.90%	50.50%	53.60%	54.50%	N/A
% of NHS bridges by deck area classified as in Poor condition	2.30%	2.00%	2.60%	1.90%	2.30%	1.90%	1.60%	N/A

Measure	2018-2022 Targets		2022 - 2026 Targets	
	2 yr Target	4 yr Target	2 yr Target	4 yr Target
% of Interstate Pavements in Good Condition	N/A	50.00%	60.00%	62.00%
% of Interstate Pavements in Poor Condition	N/A	0.80%	1.00%	1.00%
% of non-Interstate NHS Pavements in Good Condition	78.70%	40.00%	50.00%	48.00%
% of non- Interstate NHS Pavements in Poor Condition	3.10%	3.10%	1.50%	1.50%
% of NHS bridges by deck area classified as in Good condition	48.30%	47.20%	49.00%	47.50%
% of NHS bridges by deck area classified as in Poor condition	2.60%	3.10%	3.00%	3.00%

These performance measures apply only to Interstates and the NHS. The IMPO supports regional pavement and bridge conditions in the following ways:

- The IMPO collects pavement and bridge ratings annually from each of our LPAs and tracks and analyzes trends over time. The IMPO completed an Asset Management Report in 2021 which provided an analysis of the pavement and bridge conditions in the region.
- The **CIRCLE 2050 MTP** supports pavement and bridge conditions:
 - through goals and objectives, including:
 - Goal 9: Preserve the Existing Transportation System
 - Objective: Reduce the percentage of the transportation network and/or assets in poor condition.
 - Goal 10: Promote the Resilience of the Transportation System
 - Objective: Prioritize maintenance on the critical roadways that are most vulnerable to extreme events.
 - by incorporating by reference the Indiana statewide pavement and bridge condition trends and targets.

- The TIP supports pavement and bridge conditions through an allocation goal of approximately 36% toward Road and Road Geometry (redesign and reconstruction) and Intersection improvement projects, and 20% toward bridge preservation during each call for projects. Through its selection criteria, the TIP call for projects prioritizes, among other factors, road pavements and bridges that have the highest need. Funds for road and bridge condition are primarily through the Surface Transportation Block Grant (STBG) program.

5. System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on non-Interstate highways that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability on Interstates (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (PM2.5, PM10, NOx, CO, and VOC) for CMAQ funded projects.

The IMPO is currently in CMAQ attainment and no longer needs to set Indianapolis specific targets for the three CMAQ performance measures, therefore PHED and Non-SOV measures are not shown in the tables below. The IMPO is supporting the INDOT targets for all of the PM3 targets.

The IMPO approved system performance, freight, and congestion mitigation & air quality improvement program targets on December 7, 2022. The IMPO is expressly supporting the statewide target developed by INDOT. The following data information is for the entire state.

The statewide PM3 actual and target data are:

Performance Measure	2021	2022	2023	2024	2-Year Target (2024)	4 Year Target (2026)
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Interstate % of Person-Miles Reliable (LOTTR)	94.30%	93.70%	94.20%	98.10%	93.00%	93.50%
Non-Interstate Highway % of Person-Miles Reliable (LOTTR)	96.70%	96.70%	97.60%	99.10%	93%	93.50%
Interstate Truck Travel Time Reliability Index (TTTR)	1.26	1.24	1.21	1.28	1.27	1.30

Performance Measure	2021 Baseline (4-year Cumulative)	2022 (kg/day reduction)	2023 (kg/day reduction)	2024 (kg/day reduction)	2-Year Target (2024) (kg/day reduction)	4 Year Target (2026) (kg/day reduction)
Total Emission Reductions: PM 2.5	168.33 Kg	0.02	1.79	4.02	3.00	4.00
Total Emission Reductions: PM 10	192.48 Kg	0.01	0.21	0.04	0.02	0.03
Total Emission Reductions: NOx	3.484.76 Kg	4.87	54.41	971.57	690.00	725.00
Total Emission Reductions: CO	3,562.76 Kg	11.43	457.68	548.48	330.00	520.00
Total Emission Reductions: VOC	1010.32 Kg	1.00	34.62	607.94	590.00	600.00

The NHPP and NHFP performance measures apply only to Interstate and Non-Interstate NHS transportation facilities. The CMAQ performance measures apply only to CMAQ non-attainment areas. The IMPO supports regional system performance, freight, and congestion mitigation & air quality improvement in the following ways:

- The **CIRCLE 2050 MTP** supports these performance measures:
 - through goals and objectives, including:
 - Goal 1: Enhance Transportation Options and Choices for All Users
 - Objective: Increase travel choices to ensure that increasingly more of the population has access to multiple modes of travel.
 - Goal 2: Implement Strategies that Address Congested Roadway Segments
 - Objective: Maintain (or improve) travel reliability (requires a baseline and could include a “target”)
 - Goal 3: Provide Equitable Access to Affordable and Reliable Transit and Non-Motorized Travel Options
 - Objective: Prioritize travel choice in areas with concentrations of traditionally underserved and Justice 40 communities.
 - Goal 5: Ensure Efficient Movement of Goods and Freight
 - Objective: Improve the performance of designated freight corridors.
 - Goal 11: Minimize Negative Impacts of the Transportation System on the Natural Environment, Air Quality, and Climate
 - Objective: Reduce greenhouse gas (GHG) emissions, particulate pollution, and land consumption of transportation infrastructure to mitigate negative health and environmental impacts.
 - by including a Congestion Management Process,

- by awarding points during project selection to capacity expansion projects that reduce congested lane miles, reduce vehicle hours of delay, or improve a roadway on the identified regional freight network, and
- by incorporating by reference the Indiana statewide trends and targets.
- The Central Indiana Regional Active Transportation Plan supports these measures by prioritizing areas and projects of highest need to provide more options and use of non-motorized transportation options.
- The IMPO's Complete Streets Policy requires projects receiving STBG or TAP funding through the IMPO to incorporate facilities for pedestrians and/or bicyclists to ensure the continued development of a non-motorized transportation system.
- The TIP makes significant investments in reducing congestion and improving air quality during each call for projects. The Congestion Mitigation and Air Quality (CMAQ) program is the second largest program during a call for projects. Funds can only be used on projects that improve air quality often by reducing congestion. Projects might include roundabouts that ease congestion, air quality outreach campaigns such as Knozone, or encouraging mode shift by funding bus purchases.

6. Transit Asset Management Measures

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

The FTA TAM Performance Measures include:

1. **Equipment** – Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. **Rolling Stock** – Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. **Infrastructure** – Percentage of track segments with performance restrictions
4. **Facilities** – Percentage of facilities within an asset class rated below condition 3 on the TERM scale

The Indianapolis Public Transportation Corporation (aka IndyGo) coordinates the TAM for Central Indiana as a Tier I agency. There are additional Tier II agency subrecipients that qualify and IndyGo is the Group TAM sponsor for those agencies. The IMPO participated in the development of the TAM and supports the targets developed by IndyGo.

INDOT creates the TAM for subrecipients outside of the IMPO's Urbanized Area, which include Boone County, Shelby County, and Hendricks County.

This performance measures applies to transportation facilities operated and maintained by IndyGo and other transit providers. The IMPO supports transit asset management by:

- The TIP supports transit asset management through an allocation goal of approximately 12% toward transit during each call for projects. The IMPO has funded several significant bus purchases through the TIP including hybrid buses used on the IndyGo BRT network.

7. Transit Safety Performance

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASP s is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

The Indianapolis Public Transportation Corporation (aka IndyGo) develops the PTASP. The IMPO participated in the development of the PTASP and supports the targets developed by IndyGo.

This performance measure applies only to assets operated and maintained by IndyGo and other transit providers.



Memo

To: Indianapolis MPO Policy Committee Members
From: Cole Jackson, IMPO
Date: August 13, 2025
Re: Proposed 3rd Qtr. Amendments to the 2026-2029 Transportation Improvement Program (TIP)

The IMPO is offering the attached list of proposed amendments to the 2026-2029 TIP for your review.

The amendments will be offered for public review and comment from August 4 and August 18, 2025. Comments will also be welcomed in person during the August 20 public hearing during the Transportation Policy Committee meeting, or two virtual pre-hearings on August 18 at 12pm and 6 pm. More information about the virtual pre-hearings is available at indympo.org/about-us/get-involved.

Proposed Q3 Amendments

This quarter, the MPO received 68 INDOT amendment requests and 7 local amendment requests. A detailed list of all amendment requests can be found attached as Exhibit A under Resolution 25-IMPO-009.

The City of Fishers is requesting a scope change amendment for the 116th St & Allisonville Rd Intersection Improvement (1901667). Fishers was awarded federal HSIP funds for this project during the 2019 call for projects. The original project scope included a widened, signalized intersection with upgraded signals and turn lane enhancements. During project development, the city explored alternatives, including a multi-lane roundabout, which had been considered elsewhere along the corridor.

Preliminary engineering showed that a roundabout could achieve similar operational benefits and reduce crashes. In 2023, the IMPO staff approved a change request to pursue the roundabout option for this intersection. The project did not go to an INDOT letting in SFY 2024 as intended and the IMPO Transportation Policy Committee later approved changing the project from federal HSIP to FFE-HSIP funds.

As the project progressed, further analysis revealed factors that made the roundabout less feasible. The City is now requesting an amendment to move forward with enhanced traffic

signal and turn lane improvements instead of a roundabout. A memo from the City of Fishers is attached with further information.

Upcoming Call for Projects

Applications for the upcoming call for projects (CFP) will open October 6th and close on November 28th. Projects awarded Federal Funds Exchange funds under the FFE-STBG, FFE-CMAQ, and FFE-HSIP funding sources must be ready for a local letting no later than June 2029. Projects awarded federal TA funds must be ready for an INDOT letting no later than January 2031. This will be the first call from projects under the updated allocation goals in the 2050 CIRCLE MTP.

Project Type	Allocation Goal
Intersection Improvements	26%
Roadway Expansion	22%
Bridge Preservation	20%
Transit	12%
Road + Road Geometry	10%
Bicycle & Pedestrian	10%

More information regarding the upcoming CFP will be sent to the Technical and Policy committees in August.

Updated CMAQ Emissions Calculator

The MPO is updating the emissions calculator tool for CMAQ applications. All CMAQ applications must use the updated calculator for the IMPO's 2025 call for projects. This update will move the CMAQ tool from the MOVES 2014 model to the modernized MOVES5 model. We are also changing our approach to calculating project delay for signal synchronization projects and intersection projects including new signal, new phase, capacity and phase, new signal with turn, and roundabout. The CMAQ worksheets are also being updated to accept inputs on delay from engineers. This will allow consultants to use the tools that they are familiar with (e.g., Synchro and Sidra) to evaluate delay savings from existing and newer corridor timing and intersection design methods. A training on the new emissions calculation will occur on Tuesday, August 19, 2025 9:00 AM-10:00 AM. A recording will be made available on the IMPO's TIP page after the training.

Changes to ADA and Title VI Requirements

INDOT has announced changes to ADA and Title VI requirements that will affect projects funded through the MPO. Per our last correspondence with INDOT, INDOT will not assign DES numbers to local public agencies that do not comply with ADA and Title VI requirements. Local public agencies must submit compliant documents to INDOT by October 1 of each year. Fully updated Title VI plans must be submitted to INDOT annually. ADA plans must be fully readopted at least every 3 years and updated annually and provided to INDOT. INDOT provides [resources](#) for developing compliant ADA and Title VI documents. Additionally, agencies should review the updated Title VI guidance [memo](#) announced by the USDOT Secretary Duffy.

The MPO is required to ensure that local agencies are compliant. Local public agencies should ensure that projects comply with the Public Right-of-Way Accessibility Guidelines (PROWAG). Local public agencies that receive funding or planning support from the IMPO must be in good standing with the State of Indiana, with Title VI of the Civil Rights Act of 1964 and all related statutes, as well as the relevant aspects of the Americans with Disabilities Act (ADA). Local public agencies that submit during the call for projects must also submit their documents to the MPO.

Upcoming IMPO ADA/PROWAG Training

On September 9 at 9:00-10:30 the IMPO and Skulski Consulting will host a training session on Americans with Disabilities Act (ADA) compliance and the new Public Right-of-Way Accessibility Guidelines (PROWAG). The session will cover key scoping and technical updates affecting pedestrian routes, crosswalks, on-street parking, bike paths, and more. It will also highlight strategies for developing ADA Transition Plans to support more inclusive communities. [Pre-registration](#) is required.

TIP Project Selection Criteria Steering Committee Update

The IMPO, in coordination with a steering committee, is working with the firm High Street on potential updates to the TIP's project selection (scoring) criteria. While this process is still in the early stages, updates will be provided when available.

Deadlines

Q4 2025 TIP amendment requests are due via MiTIP by September 25. Quarterly reports are due by October 21.

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



Memorandum

July 22, 2025

To: Cole Jackson, Kristyn Sanchez, Steve Cunningham, Anna Gremling

CC: Tami Houston

From: Hatem Mekky, P.E., Director of Engineering

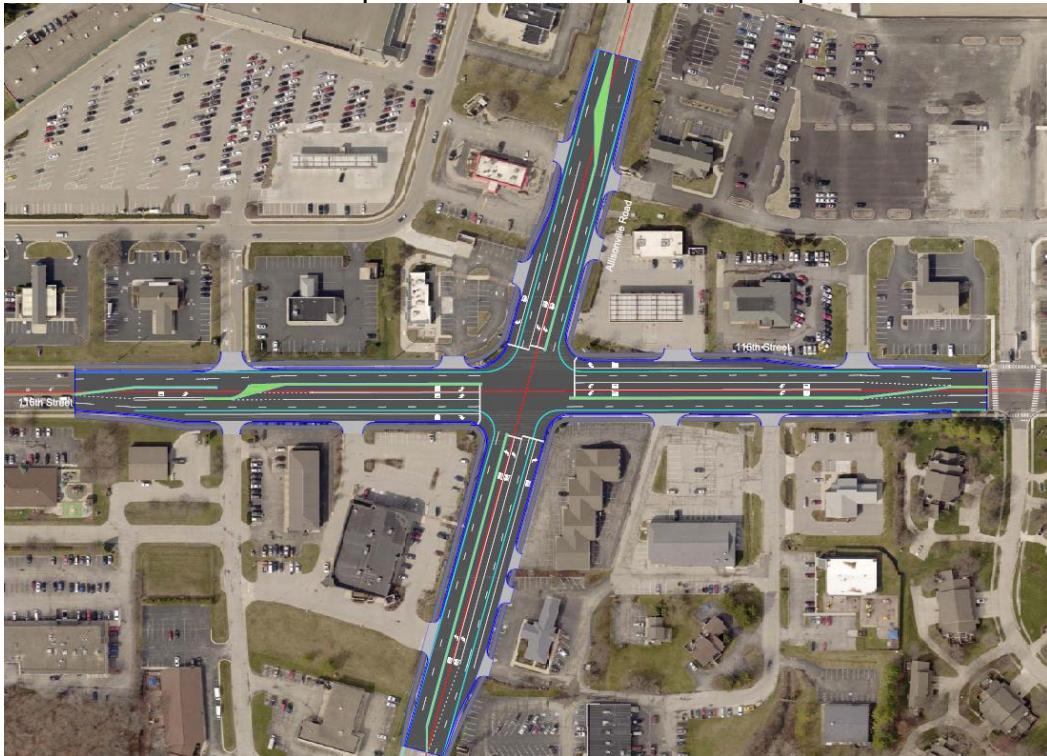
Subject: 116th Street & Allisonville Intersection Improvement
Des. No. 1901667

The City of Fishers successfully secured federal funds (later swapped out to state funds) in 2019 for a safety project with the Indianapolis MPO to complete an intersection improvement to address safety concerns and collisions at the intersection of 116th Street & Allisonville Road. The project was pursued because it saw a higher than industry average Icc and Icf and the crash rate and congestion that landed this intersection in the MPO's Top 50 crash list. Initially this project was scoped as an improved and widened signalized intersection with turn lane improvements, signal upgrades, and other miscellaneous improvements.

During the project development efforts, the City spent time investigating alternatives at this location including the planned traffic signal improvements, but also a multi-lane roundabout. The City has investigated and considered roundabouts elsewhere in the 116th Street corridor. Preliminary engineering studies showed that a roundabout could operate similarly and reduce the crash rate in lieu of the planned turn lane additions and extensions. At the time, the MPO allowed this scope change because the revised intersection still met the goals of the project initial grant award—to improve safety at the intersection. The change in scope to a multi-lane roundabout was approved in 2023 and upon completion of Final Tracings the project was ultimately bid and awarded in January of 2025. A more detailed description of the scope during the project's evolution is summarized below:

- Initially, the project was pursued for grant money with the Indianapolis MPO and

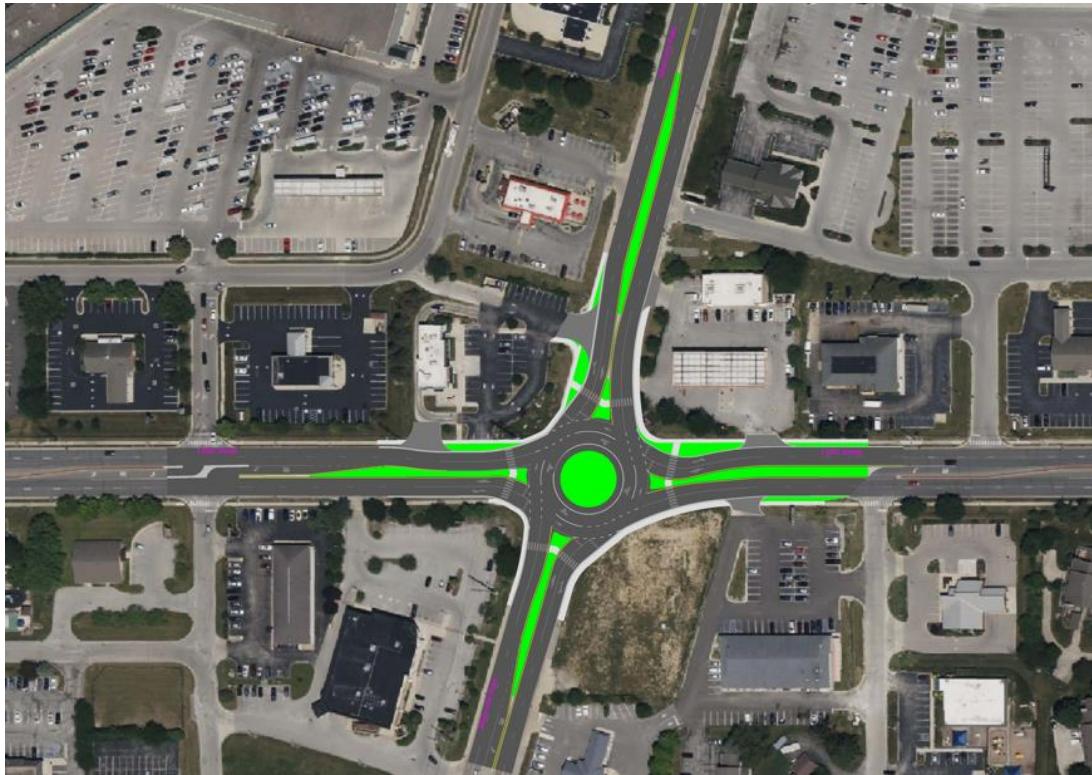
was approved in 2019. The scope of the project then was to install a new traffic signal at 116th Street and Allisonville Road. The project would also add a 2nd left turn lane on each approach creating dual lefts and also add a separated right turn lane. Ancillary elements like new curb ramps and push buttons and paving were also included. A depiction of the then-planned scope is shown below.



- In 2022, the project scope was studied further and modified to be a multi-lane roundabout intersection. This change was initiated when the City began studying the potential for roundabout intersection improvements along the entire 116th Street corridor.

The project involved two approach lanes on each leg of the roundabout and two circulating lanes in the roundabout. Similarly, the ADA ramps were to be improved, with added lighting at the pedestrian crossings.

This modified change in scope was allowed because it still maintained good traffic flow, met the then-goals of the city for the intersection, and also still showed that it would improve safety. Because it met these tenets while not seeking additional MPO federal funds, the project was authorized for the change in scope. A depiction of the revised scope is shown below on the following page.



- As noted above, the City has continued to study the needs of this intersection and is seeking to revise the scope of the project to be maintained as a signalized intersection. Improvements would be made to modernize the signal and turn lanes, but the scale would be slightly less than what was approved in 2019.

The project will now lengthen the left turn lanes on all approaches by closing some open medians to revise driveway access. This will allow the length of the left turn lanes to be increased which will provide more capacity at the intersection. (See Next Page)



- As might be expected, because the scope of work is similar to the planned scope from 2019, the project does still improve safety. The Icc and Icf are still well above 1.0, indicating that the intersection is still a higher than industry average intersection. Further, the turn lane improvements still generate a B/C ration well above 1.0.

The City has kept a close eye on traffic disruptions along with newly constructed roundabouts in the area and the operation at 116th Street and Allisonville and other nearby intersections during these irregular traffic fluctuations. Our team recognized that an improved intersection with roundabout or enhanced traffic signal could both bring benefits to this location. We have continued to evaluate and weigh the options of again changing the scope of the project to more closely match the originally identified scope. Upon continued examination, it showed us some variables that did not favor the construction of a roundabout at this time. We've completed intersection modeling using traffic volumes during this time of construction in 2024 and 2025 and will continue to evaluate traffic in the future. The city feels the intersection would benefit from an enhanced traffic signal modernization and intersection improvement. It is predicted to serve this intersection for a 10-year horizon period. As noted before, a roundabout may serve this intersection well someday, but due to this timeline mentioned, the City of Fishers would not pursue MPO grant funds for the intersection of 116th Street and Allisonville Road withing this timeline.

At this time, the city feels the more viable project to be implemented is enhanced traffic signal improvement project. This project type meets the original HSIP pursuit and intent with the MPO and it is anticipated to cost \$2,794,707 using the detailed cost estimate that we have provided. It still fits within the general order of magnitude of the awarded funding \$2,652,750 and will still improve capacity resulting in the desired safety improvements as was intended under this award. This project could be an interim fix and Fishers may continue to pursue other improvements in the future like a roundabout or additional lanes. The City will continue with traffic studies to determine if traffic volume normalization occurs and investigate if any future improvements will be considered so the intersection will operate efficiently and increase the capacity and safety.



HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	--
SHEETS	
---	X
of	
CONTRACT	
--	

MEMORANDUM

DATE: 7/14/2025

TO: Steve Fehribach
A&F Engineering

FROM: Trevor Reich
A&F Engineering

RE: 116th Street & Allisonville Road – Fishers, IN – Recommendations

A&F Engineering has conducted multiple capacity and queue length analyses for different intersection mitigation scenarios at the intersection of 116th Street & Allisonville Road. The results are summarized in the tables below. All scenarios consider existing traffic volumes as of March 25, 2025.

The “**Existing**” scenario considers the existing intersection control and geometrics.

The “**Existing Extended Lanes**” scenarios considers lengthening the northbound left-turn lane to 500 feet, the southbound left-turn lane to 380 feet, the eastbound left-turn lane to 570 feet, and the westbound left-turn lane to 475 feet.

The “**WBR SBR**” scenario considers the existing intersection control and geometrics with the addition of a westbound right-turn lane and a southbound right-turn lane. This scenario includes the addition of right-turn overlaps for each of these right-turn lanes.

The “**WBR SBR EBL**” scenario considers the above additional right-turn lanes and right-turn overlaps with the addition of an eastbound left-turn lane to create dual left-turn lanes. This scenario considers the existing eastbound left-turn permissive/protected phase being replaced by a fully protected left-turn phase.

The “**Default Headways**” scenario considers the planned reconstruction of the intersection as a dual-lane roundabout in SIDRA using the INDOT methodology and parameters. This scenario considers the default critical gap headway and follow-up headway within SIDRA (around 4 seconds and 2 seconds respectively).

The “**Increased Headways**” scenario considers the planned reconstruction of the intersection as a dual-lane roundabout in SIDRA using the INDOT methodology and parameters. This scenario considers increased headways compared to the default values (around 4.2 to 4.5 seconds [right lane vs left lane] and 3.1 to 3.4 seconds [right lane vs left lane] respectively).

Table 1: Level of Service Summary: 116th Street & Allisonville Road

AM Peak						
Approach	Existing	Existing Extended Lanes	WBR SBR	WBR SBR EBL	Default Headways	Increased Headways
Northbound	C	C	C	C	A	B
Southbound	D	C	C	C	E	F
Eastbound	D	D	C	C	A	B
Westbound	D	D	C	C	A	F
Intersection	D	D	C	C	C	F
PM Peak						
Approach	Existing	Existing Extended Lanes	WBR SBR	WBR SBR EBL	Default Headways	Increased Headways
Northbound	D	C	D	D	B	F
Southbound	D	D	C	C	B	F
Eastbound	D	C	D	D	B	F
Westbound	D	D	C	C	B	F
Intersection	D	C	D	D	B	F

Table 2: 95th Percentile Queue Length Summary: 116th Street & Allisonville Road

AM Peak						
Approach	Existing	Existing Extended Lanes	WBR SBR	WBR SBR EBL	Default Headways	Increased Headways
Northbound	190	180	180	180	50	90
Southbound	500	450	280	250	800	2960
Eastbound	310	270	220	210	110	110
Westbound	530	580	360	350	180	1420
PM Peak						
Approach	Existing	Existing Extended Lanes	WBR SBR	WBR SBR EBL	Default Headways	Increased Headways
Northbound	450	340	350	300	190	1360
Southbound	310	310	390	370	180	1200
Eastbound	540	400	470	470	240	1270
Westbound	610	620	450	350	280	1300

Index of Crash Frequency and Cost - Form F1	
INPUT	
Route or Road Type	City Arterial Intersection
Busiest Road AADT (veh/day)	21540
Crossing Road AADT (veh/day)	18038
First Year with Crash Data (yyyy)	2015
Last Year with Crash Data (yyyy)	2017
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	4
Non-Incapacitating and Possible Injury Crashes	6
Property Damage Only Crashes	72
Average Crash Cost (\$)	
Fatal and Incapacitating Injury Crashes	1840100
Non-Incapacitating and Possible Injury Crashes	393200
Property Damage Only Crashes	40200
Crash Cost Year (yyyy)	2017
OUTPUT	
Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.474
Non-Incapacitating and Possible Injury Crashes	1.44
Property Damage Only Crashes	7.46
All Crashes	9.37
Index of Crash Frequency	2.14
Index of Crash Cost	1.31
Notes: A Local Intersection is formed by city or county roads. It includes the intersection area and the 250 feet long road segments adjacent to the intersection area.	
Location	110th/Allisonville
GIS	
Post	
Analyst	H. Melky
Date	7/20/2025
Comments	
Settings: Indiana local settings	
Version 4.1 110th Street at Allisonville Road RoadHAT	

Economic Evaluation - Form F5

Alternative	Turn Lanes Extension
INPUT Collapse	
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	4
Non-Incapacitating and Possible Injury Crashes	6
Property Damage Only Crashes	72
Road Type	City Arterial Intersection
Average Crash Costs (\$)	
Fatal and Incapacitating Injury Crashes	1840100
Non-Incapacitating and Possible Injury Crashes	393200
Property Damage Only Crashes	40200
Crash Cost Year (yyyy)	2017
First Year with Crash Data (yyyy)	2015
Last Year with Crash Data (yyyy)	2017
Present Year (yyyy)	2025
Implementation Year (yyyy)	2026
Inflation Rate (%)	2
Interest Rate (%)	4
Annual Traffic Growth Rate (%)	2
Total Traffic Growth Factor	1.5
Future Traffic Growth Period (years)	10
COUNTERMEASURES Collapse All	
Countermeasure 1 Collapse	
Description	[C] Copy [X] Remove Install Median Opening Treatments at Unsignalized Intersections (close median)
Fatal and Incapacitating Injury Crashes	30
Non-Incapacitating and Possible Injury Crashes	30

Form [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [CDB Tool](#)

[Calculate](#) [Load Crashes](#)

[New](#) [Open](#)

[Save](#) [Save As](#)

[Reports](#) [Exit](#)

[Guidelines](#) [Help](#)

[Equations](#)

Alternatives

[Save Current Alternative](#)

[Read Alternative](#)

[Turn Lanes Extension](#)

Notes:
 The number of target crashes are those that can be specifically reduced by the countermeasure selected. The number of target crashes for each countermeasure should not exceed the number of crashes

Location	116th/Allisonville
GIS	
Post	
Analyst	H. Mekky
Date	7/20/2025 15
Comments	

Settings: Indiana local settings

Version 4.1 116th Street at Allisonville Road RoadHAT

Economic Evaluation - Form F5	
Crash Reduction Factors (%)	
Fatal and Incapacitating Injury Crashes	30
Non-Incapacitating and Possible Injury Crashes	30
Property Damage Only Crashes	30
Number of Target Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	3
Non-Incapacitating and Possible Injury Crashes	3
Property Damage Only Crashes	40
Countermeasure Service Life (years)	30
Countermeasure Capital Cost (\$)	2000000
Countermeasure Annual Maintenance Cost (\$)	1000
Countermeasure Salvage Value (\$)	1000
Countermeasure 2 Collapse	
Description	<div style="border: 1px solid #ccc; padding: 5px; min-height: 100px; vertical-align: top;"> <p>[C] Copy [X] Remove</p> <p>doghouse to flashing yellow arrows for protected/ permissive</p> </div>
Crash Reduction Factors (%)	
Fatal and Incapacitating Injury Crashes	16.2
Non-Incapacitating and Possible Injury Crashes	16.2
Property Damage Only Crashes	16.2
Number of Target Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	0
Non-Incapacitating and Possible Injury Crashes	1
Property Damage Only Crashes	12
Countermeasure Service Life (years)	30
Countermeasure Capital Cost (\$)	500000
Countermeasure Annual Maintenance Cost (\$)	500
Countermeasure Salvage Value (\$)	1000

Form [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [CDB Tool](#)

[Calculate](#) [Load Crashes](#)

[New](#) [Open](#)

[Save](#) [Save As](#)

[Reports](#) [Exit](#)

[Guidelines](#) [Help](#)

[Equations](#)

Alternatives

[Save Current Alternative](#)

[Read Alternative](#)

[Turn Lanes Extension](#)

Notes:
The number of target crashes are those that can be specifically reduced by the countermeasure selected. The number of target crashes for each countermeasure should not exceed the number of crashes

Location

GIS

Post

Analyst

Date

Comments

Settings: Indiana local settings

Version 4.1 116th Street at Allisonville Road RoadHAT

Economic Evaluation - Form F5

Countermeasure 2	Collapse	[C] Copy [X] Remove
Description	<div style="border: 1px solid #ccc; padding: 5px; min-height: 100px; overflow: auto;"> doghouse to flashing yellow arrows for protected/permissive </div>	
Crash Reduction Factors (%)		
Fatal and Incapacitating Injury Crashes	16.2	
Non-Incapacitating and Possible Injury Crashes	16.2	
Property Damage Only Crashes	16.2	
Number of Target Crashes (crash/period)		
Fatal and Incapacitating Injury Crashes	0	
Non-Incapacitating and Possible Injury Crashes	1	
Property Damage Only Crashes	12	
Countermeasure Service Life (years)	30	
Countermeasure Capital Cost (\$)	500000	
Countermeasure Annual Maintenance Cost (\$)	500	
Countermeasure Salvage Value (\$)	1000	
[+] Add		
OUTPUT		
Total Crashes Saved	6.395	
FI Crashes Saved	0.287	
NI Crashes Saved	0.436	
PDO Crashes Saved	5.672	
Equivalent Annual Benefit (\$)	1,247,453	
Equivalent Annual Cost (\$)	139,015	
Present Worth Benefit (\$)	31,186,337	
Present Worth Cost (\$)	3,475,367	
Net Annual Benefit (\$)	1,108,439	
Present Worth Net Benefit (\$)	27,710,971	
Benefit-Cost Ratio	8.97	

Form [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [CDB](#) [Tool](#)

[Calculate](#) [Load Crashes](#)

[New](#) [Open](#)

[Save](#) [Save As](#)

[Reports](#) [Exit](#)

[Guidelines](#) [Help](#)

[Equations](#)

Alternatives

[Save Current Alternative](#)

[Read Alternative](#)

[Turn Lanes Extension](#)

Notes:

The number of target crashes are those that can be specifically reduced by the countermeasure selected. The number of target crashes for each countermeasure should not exceed the number of crashes

Location	116th/Allisonville
GIS	
Post	
Analyst	H. Mekky
Date	7/20/2025 <input type="button" value="15"/>
Comments	
Settings: Indiana local settings	
Version 4.1 116th Street at Allisonville Road RoadHAT	

CLIENT: CITY OF FISHERS

PROJECT: INTERSECTION DESIGN 116th St Allisonville Rd

TASK: COST ESTIMATE

DATE: 7/14/2025



ITEM NO.	DESCRIPTION	UNIT	Qty	UNIT PRICE	TOTAL PRICE
	CONSTRUCTION ENGINEERING	LS	1	\$ 26,000.00	\$ 26,000.00
	MOBILIZATION AND DEMOBILIZATION	LS	1	\$ 86,500.00	\$ 86,500.00
	CLEARING RIGHT OF WAY	LS	1	\$ 32,500.00	\$ 32,500.00
	MAINTENANCE OF TRAFFIC	LS	1	\$ 110,000.00	\$ 110,000.00
	EXCAVATION, COMMON	CYS	1526	\$ 28.00	\$ 42,717.73
	CURB, CONCRETE, REMOVE	LFT	752	\$ 14.00	\$ 10,528.00
	CONCRETE, REMOVE	SYS	601	\$ 34.00	\$ 20,449.49
	CURB, CONCRETE, REMOVE	LFT	752	\$ 15.00	\$ 11,280.00
	BRICK PAVEMENT, REMOVE AND SALVAGE	SYS	686	\$ 35.00	\$ 24,021.73
	MILLING, ASPHALT, 2 IN.	SYS	16201	\$ 3.00	\$ 48,602.54
	ASPHALT FOR TACK COAT	TON	8	\$ 675.00	\$ 5,400.00
	COMPACTED AGGREGATE, NO. 8	CYS	601	\$ 90.00	\$ 54,131.00
	COMPACTED AGGREGATE, NO. 53, BASE	TON	1483	\$ 56.00	\$ 83,043.27
	SUBGRADE TREATMENT, TYPE IBC	SYS	5178	\$ 19.00	\$ 98,388.76
	QC/QA-HMA, 3, 76, SURFACE, 9.5 mm - SMA	TON	2287	\$ 130.00	\$ 297,310.00
	QC/QA-HMA, 2, 64, INTERMEDIATE, 19.0 mm	TON	630	\$ 105.00	\$ 66,150.00
	QC/QA-HMA, 2, 64, BASE, 25.0mm	TON	882	\$ 95.00	\$ 83,790.00
	QC/QA-HMA, 3, 76, INTERMEDIATE, BASE, 19.0mm	TON	687	\$ 145.00	\$ 99,615.00
	PCCP, 10.5 IN.	SYS	601	\$ 255.00	\$ 153,371.17
	PCCP, 4 IN. STAMPED AND COLORED	SYS	789	\$ 145.00	\$ 114,352.48
	CURB, CONCRETE	LFT	1362	\$ 38.00	\$ 51,756.00
	CURB AND GUTTER, CONCRETE	LFT	64	\$ 55.00	\$ 3,520.00
	CENTER CURB, CONCRETE, TYPE D	SYS	5	\$ 230.00	\$ 1,037.56
	CURB RAMP, CONCRETE	SYS	63	\$ 225.00	\$ 14,193.00
	DETECTABLE WARNING SURFACES	SYS	10	\$ 522.00	\$ 5,240.30
	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	LFT	650	\$ 3.00	\$ 1,950.00
	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	LFT	100	\$ 2.00	\$ 200.00
	LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN.	LFT	871	\$ 2.00	\$ 1,742.00
	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	LFT	2566	\$ 2.00	\$ 5,132.00
	TRANSVERSE MARKING, THERMOPLASTIC, STOP LINE, 24 IN.	LFT	133	\$ 15.00	\$ 1,995.00
	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK, WHITE, 24 IN.	LFT	1096	\$ 16.00	\$ 17,536.00
	PAVEMENT MESSAGE MARKING, THERMOPLASTIC, LANE INDICATION ARROW	EACH	8	\$ 215.00	\$ 1,720.00
	PAVEMENT MESSAGE MARKING, THERMOPLASTIC, ONLY	EACH	8	\$ 225.00	\$ 1,800.00
	SNOWPLOWABLE RAISED PAVEMENT MARKING (BLUE)	EACH	3	\$ 200.00	\$ 600.00
	SNOWPLOWABLE RAISED PAVEMENT MARKING	EACH	110	\$ 180.00	\$ 19,800.00
	LINE, MULTI-COMPONENT, SOLID, WHITE, 4 IN.	LFT	1048	\$ 2.00	\$ 2,096.00
	LINE, MULTI-COMPONENT, SOLID, BLACK, 6 IN.	LFT	1048	\$ 3.00	\$ 3,144.00
	LINE, MULTI-COMPONENT, SOLID, YELLOW, 4 IN.	LFT	2271	\$ 2.00	\$ 4,542.00
	LINE, MULTI-COMPONENT, BROKEN, WHITE, 4 IN.	LFT	576	\$ 2.00	\$ 1,152.00
	LINE, MULTI-COMPONENT, BROKEN, BLACK, 6 IN.	LFT	576	\$ 3.00	\$ 1,728.00
	PAVEMENT MESSAGE MARKING, MULTI-COMPONENT, LANE INDICATION ARROW	EACH	6	\$ 180.00	\$ 1,080.00
	PAVEMENT MESSAGE MARKING, MULTI-COMPONENT, ONLY	EACH	6	\$ 195.00	\$ 1,170.00
	TRANSVERSE MARKING, MULTI-COMPONENT, STOP LINE, 24 IN.	LFT	110	\$ 11.00	\$ 1,210.00
	GROOVING FOR PAVEMENT MARKINGS	LFT	3145	\$ 1.50	\$ 4,717.50
	CONSTRUCTION SIGN, TYPE A	EACH	16	\$ 367.00	\$ 5,872.00
	TEMPORARY PAVEMENT MARKING, REMOVABLE, 4 IN	LFT	8885	\$ 2.00	\$ 17,770.00
	TEMPORARY TRANSVERSE PAVEMENT MARKING, 24 IN.	LFT	97	\$ 10.00	\$ 970.00
	TEMPORARY PAVEMENT MESSAGE MARKING, REMOVABLE, LANE INDICATION ARROW	EACH	8	\$ 130.00	\$ 1,040.00
	PAINT LIGHT POLE	EACH	38	\$ 500.00	\$ 19,000.00
	SIGNAL	LS	3	\$ 300,000.00	\$ 900,000.00
	SIGN, SHEET, WITH LEGEND, 0.080 IN. THICKNESS THICKNESS	SFT	10	\$ 44.00	\$ 451.00
	SIGN, SHEET, WITH LEGEND, 0.100 IN. THICKNESS THICKNESS	SFT	9	\$ 50.50	\$ 454.50
	SIGN POST, SQUARE TYPE 2 REINFORCED ANCHOR BASE	LFT	28	\$ 38.50	\$ 1,058.75
	SODDING, NURSERY	SYS	50	\$ 10.00	\$ 500.00
	TEMPORARY INLET PROTECTION	EACH	47	\$ 200.00	\$ 9,400.00
	TEMPORARY SILT FENCE	LFT	341	\$ 2.00	\$ 682.00
	CONCRETE WASHOUT	EACH	1	\$ 2,855.00	\$ 2,855.00
	TEMPORARY SEED MIXTURE	LBS	5	\$ 3.30	\$ 16.50
	TEMPORARY MULCH	TON	0.5	\$ 510.00	\$ 255.00
	SEDIMENT REMOVE	CYS	10	\$ 22.00	\$ 220.00

CLIENT: CITY OF FISHERS

PROJECT: INTERSECTION DESIGN 116th St Allisonville Rd

TASK: COST ESTIMATE

DATE: 7/14/2025



ITEM NO.	DESCRIPTION	UNIT	Qty	UNIT PRICE	TOTAL PRICE
	STORM SEWER CLEANING	LS	1	\$ 20,000.00	\$ 20,000.00
	ILLUMINATED STREET SIGNS	EACH	12	\$ 8,000.00	\$ 96,000.00
	REPAIR/REGROUT STORM SEWER	LS	1	\$ 25,000.00	\$ 25,000.00
	TOPSOIL	CYS	10	\$ 95.00	\$ 950.00
	LANDSCAPING	LS	1	\$ 25,000.00	\$ 25,000.00
	2% CONTINENCY	LS	1	\$ 50,000.00	\$ 50,000.00
TOTAL COST ESTIMATE					\$ 2,794,707.27

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING AMENDMENTS TO THE 2026-2029 TIP**

Resolution Number 25-IMPO-009

A RESOLUTION amending the 2026-2029 Transportation Improvement Programs (TIP).

WHEREAS, the 2026-2029 Transportation Improvement Program (TIP) incorporates projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed TIP 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 TIP; and

WHEREAS, the TIP 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 TIP 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 2026-2029 Transportation Improvement Program as shown on the attached Exhibit A.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 20th day of August 2025.

Chair
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

QUARTER Q3, 2025 INDOT 26-01.3

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 %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	1800035	US 36	US 36 Added Travel Lanes, Raceway Rd. to Transfer Dr.	Added Travel Lanes	Non-Ex	\$58,373,664		-	-	\$-	\$-	-	-	-			
PROPOSED							\$-		CN	SFY 2026 STATE TAP	\$6,444,165	\$1,736,931	7%	\$4,707,234	20%	Added des 2500932 to identify sidewalk project from mobility project; utilizing TAP funds for sidewalk portion; total project cost remained the same; Federal TAP funds \$1,736,931 State Funds \$434,232 - S Doyle 5/2/2025		
PRIOR									CN	SFY 2026 STPSM	\$23,536,176	\$18,828,941	80%	\$4,707,235	20%			
PROPOSED									CN	SFY 2026 STPSM	\$21,799,245	\$17,092,011	73%	\$-	-			
PRIOR	INDOT	1900189	N/A	I- 865	I-865 at Ford Road Bridge Superstructure Replacement	Replace Superstructure	Exempt	\$3,434,508		-	-	\$-	\$-	-	-			
PROPOSED							\$5,642,420	\$2,207,912	ROW	SFY 2026 NHPP	\$60,000	\$48,000	100%	\$12,000	20%	Revise funding between SFY, Increase funding.		
PRIOR									CN	SFY 2025 NHPP	\$3,108,000	\$2,482,200	88%	\$275,800	9%			
PROPOSED									CN	SFY 2026 NHPP	\$5,255,912	\$3,924,730	92%	\$981,182	19%			
PRIOR	INDOT	1900226	1900227	I- 65	I-65 NB over Big Eagle Creek Bridge Rehabilitation	Scour Protection (Erosion)	Exempt	\$4,498,894		CN	SFY 2027 NHPP	\$1,941,375	\$1,747,237	90%	\$194,138	10%		
PROPOSED							\$1,795,387	\$-2,703,507	CN	SFY 2027 NHPP	\$1,795,387	\$1,615,848	90%	\$179,539	10%	Fiscal year 27		
PRIOR									CN	SFY 2024 NHPP	\$2,557,519	\$2,301,767	90%	\$255,752	10%			
PROPOSED									-	-	\$-	\$-	-	-	-			
PRIOR	INDOT	2000158		SR 32	SR 32 Added Travel Lanes from East Street to Mensa Road	Added Travel Lanes	Non-Ex	\$17,418,000		CN	SFY 2026 STPSM	\$17,418,000	\$13,934,400	80%	\$3,483,600	20%		
PROPOSED							\$96,345,197	\$78,927,197	CN	SFY 2027 STPSM	\$46,780,721	\$37,424,577	80%	\$9,356,144	20%	Increase funding		
PRIOR									-	-	\$-	\$-	-	-	-			
PROPOSED									CN	SFY 2028 STATE TAP	\$13,172,886	\$5,400,000	12%	\$7,772,886	18%			
PRIOR									-	-	\$-	\$-	-	\$0	0%			
PROPOSED									CN	SFY 2028 STPSM	\$38,864,429	\$31,091,543	70%	\$-	-			
PRIOR	INDOT	2100923	N/A	SR 39	SR 39, Small Structure Maint and Repair, Hendricks County	Small Structure Maint and Repair	Exempt	\$463,672		-	-	\$-	\$-	-	-	-		
PROPOSED							\$272,629	\$-191,043	PE/PL	SFY 2026	\$25,944	\$-	0%	\$25,944	100%	Change in CN FY - MH, CRAW		
PRIOR									CN	SFY 2025 STPSM	\$260,000	\$208,000	80%	\$52,000	20%			
PROPOSED									CN	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2002959	N/A	I- 70	I-70 Added Travel Lanes	Added Travel Lanes	Non-Ex	\$188,653,407	PE/PL	SFY 2026 NHPP	\$1,338,174	\$1,204,357	90%	\$133,817	10%			
					0.76 mi W of SR 39 to SR 267													
PRIOR									PE/PL	SFY 2026 NHPP	\$-	\$-	0%	\$-	0%	Delete Project	REMOVE FROM TIP	
PRIOR									CN	SFY 2027 NHPP	\$113,080,501	\$101,772,451	90%	\$11,308,050	10%			
PROPOSED									CN	SFY 2027 NHPP	\$-	\$-	0%	\$-	0%			
PRIOR									CE	SFY 2027 NHPP	\$1,540,500	\$1,386,450	90%	\$154,050	10%			
PROPOSED									CE	SFY 2027 NHPP	\$-	\$-	0%	\$-	0%			
PRIOR									CN	SFY 2028 NHPP	\$66,156,132	\$59,540,519	90%	\$6,615,613	10%			
PROPOSED									CN	SFY 2028 NHPP	\$-	\$-	0%	\$-	0%			
PRIOR									CE	SFY 2028 NHPP	\$527,100	\$474,390	90%	\$52,710	10%			
PROPOSED									CE	SFY 2028 NHPP	\$-	\$-	0%	\$-	0%			
PRIOR	INDOT	2100214	I- 70	I-70 Concrete Pavement Restoration Work with Bridge work	Concrete Pavement Restoration (CPR)	Exempt	\$80,699,637		CN	SFY 2026 NHPP	\$73,702,121	\$66,023,171	90%	\$7,678,950	10%			
				2100215,159 2551,159255 2,1592553,15 92554,15925 55,1592556,1 592557,1592 558,1592559, 1800490,210 0974,210097 5,2100976,21 00977,21009 78,2100979,2 100980,2100 981,2100982, 2100983,210 0984,210098 5,2100986,21 00987,21009 88,1800489, 2500046,250 0047														
PROPOSED							\$90,597,607	\$9,897,970	CN	SFY 2026 NHPP	\$75,319,091	\$66,915,350	89%	\$8,403,741	11%	Carry over 7.16.25 per INDOT PMG Guidance updated FY26 & FY27 CN SDoyle		
PRIOR									-	-	\$-	\$-	-	-	-			
PROPOSED									CE	SFY 2026	\$660,000	\$-	0%	\$660,000	100%			
PRIOR									-	-	\$-	\$-	-	-	-			
PROPOSED									CN	SFY 2027 NHPP	\$7,621,000	\$6,859,000	90%	\$762,000	10%			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2200928	I- 65	I-65, SR 252-SR 44, ATL	Existing Roadway Capacity Improvement	Non-Ex	\$46,917,544		CN	SFY 2027 NHPP	\$10,517,000	\$9,465,300	90%	\$1,051,700	10%			
				2000347,220 0606,220060 8,2200609,22 00720,22007 21,2200834,2 200958,2200 999,2201000, 2201014,220 1021,220102 2,2201028,22 01032,22010 47,2201048,2 201049,2201 050,2201051, 2201052,220 1056,220106 4,2201065,22 01066,22010 67,2201068,2 201069														
PROPOSED							\$36,480,544	\$-10,437,00	CN	SFY 2027 NHPP	\$80,000	\$72,000	90%	\$8,000	10%	Removing DES #2200834 from existing contract and creating new contract with standalone project. Removing CN funds from contract.		
PRIOR	INDOT	2002365	N/A	I- 70	Thin Deck Overlay on East Bridge Thin St. over I 70, 0.38 mi. W of Deck Overlay I 65	Exempt	\$357,918		CN	SFY 2027 NHPP	\$357,918	\$322,126	90%	\$35,792	10%			
PROPOSED							\$260,000	\$-97,918	CN	SFY 2027 NHPP	\$260,000	\$234,000	90%	\$26,000	10%	decreased FY27 CN to match programmed amount SDoyle 7/16/25		
PRIOR	INDOT	2100159	N/A	I- 74	I 74 BRIDGE REPLACEMENT OVER PLEASANTVIEW ROAD, 7.52 MI E I-465	Bridge Replacement, Concrete	Exempt	\$3,562,900	CN	SFY 2026 NHPP	\$3,562,900	\$3,206,610	90%	\$356,290	10%			
PROPOSED							\$4,368,039	\$805,139	CN	SFY 2026 NHPP	\$4,368,039	\$3,974,749	91%	\$393,290	9%	Increase funding		
PRIOR	INDOT	2200695	N/A	SR 144	SR 144 Bridge Painting, over the White River, 0.48 mile W of SR 37	Bridge Painting	Exempt	\$1,952,174	CN	SFY 2028 STPSM	\$1,802,174	\$1,441,739	80%	\$360,435	20%			
PROPOSED									CN	SFY 2028 STPSM	\$1,802,174	\$1,441,739	80%	\$360,435	20%	Carry over		
PRIOR	INDOT	2301568	N/A	I- 465	District Bridge Project (Rehabilitation) Bridge Deck on I-465	Bridge Deck Overlay	Exempt	\$773,737	-	-	\$-	\$-	-	-	-			
PROPOSED							\$-		CN	SFY 2026 HSIP-ST	\$773,737	\$696,363	90%	\$77,374	10%	Carry over		
PRIOR	INDOT	2301156	2300969	US 31	Small Structures & Drains Construction on US 31	Small Structures & Drains Construction	Exempt	\$6,201,736	-	-	\$-	\$-	-	-	-			
PROPOSED							\$10,082,926	\$3,881,190	PE/PL	SFY 2026 NHPP	\$1,497,190	\$1,071,000	72%	\$426,190	28%	des 2301156 added FY26 & FY27 PE; added des 2300969 FY26 100% State Funds & FY27 PE, and FY28 CN - SDoyle 7/15/25		
PRIOR									-	-	\$-	\$-	-	-	-			
PROPOSED									PE/PL	SFY 2027 NHPP	\$806,000	\$725,000	90%	\$81,000	10%			
PRIOR									CN	SFY 2028 NHPP	\$4,801,736	\$4,321,562	90%	\$480,174	10%			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
PROPOSED									CN	SFY 2028 NHPP	\$6,379,736	\$5,741,562	90%	\$638,174	10%			
PRIOR	INDOT	2002530	2000173, 2000174, 2000175, 2000179, 2000306, 2000361, 2000404	US 31	US 31 ATL & Interchange modifications at W 106th Street & W 116th Street (LevelUp31).	Interchange Modification	Non-Ex	\$105,901,462	CN	SFY 2026 NHPP	\$31,740,789	\$28,566,710	90%	\$3,174,079	10%			
PROPOSED									CN	SFY 2026 NHPP	\$31,740,789	\$28,566,710	90%	\$3,174,079	10%	carry over		
PRIOR									CN	SFY 2027 NHPP	\$38,852,147	\$34,966,932	90%	\$3,885,215	10%			
PROPOSED									CN	SFY 2027 NHPP	\$38,852,147	\$34,966,932	90%	\$3,885,215	10%			
PRIOR									CN	SFY 2028 NHPP	\$14,750,000	\$13,275,000	90%	\$1,475,000	10%			
PROPOSED									CN	SFY 2028 NHPP	\$14,750,000	\$13,275,000	90%	\$1,475,000	10%			
PRIOR	INDOT	2301078	N/A	US 40	US40 at CR 600 E Intersection Improvement Project	Other Intersection Improvement	Exempt	\$2,575,219	-	-	\$-	\$-	-	-	-			
PROPOSED								\$4,280,546	\$1,705,327	PE/PL	SFY 2026 NHPP	\$10,000	\$9,000	90%	\$1,000	10%	high priority project accelerated to FY17; moved FY28 CN to FY27 & increased to \$3,348,000 - SDoyle 7/16/25	
PRIOR									-	-	\$-	\$-	-	-	-			
PROPOSED									ROW	SFY 2026 NHPP	\$20,000	\$18,000	90%	\$2,000	10%			
PRIOR									CN	SFY 2028 NHPP	\$1,672,673	\$1,505,406	90%	\$167,267	10%			
PROPOSED									CN	SFY 2027 NHPP	\$3,348,000	\$3,013,000	90%	\$335,000	10%			
PRIOR	INDOT	2400731	2400732, 2400733	I- 465	Pavement Patching, I - 465 1.07 mi S of I-65 N junct to 0.60 mi S of I-65 N junct	Patch And Rehab Pavement	Exempt	\$14,400,000	PE/PL	SFY 2026 NHPP	\$2,400,000	\$2,160,000	90%	\$240,000	10%			
PROPOSED								\$10,068,000	\$4,332,000	PE/PL	SFY 2026 NHPP	\$2,068,000	\$1,861,000	90%	\$207,000	10%	added FY26 PE & decreased FY27 CN for des 2400732 & des 2400733; updating letting date - SDoyle 7/15/25	
PRIOR									CN	SFY 2027 NHPP	\$12,000,000	\$10,800,000	90%	\$1,200,000	10%			
PROPOSED									CN	SFY 2027 NHPP	\$8,000,000	\$7,200,000	90%	\$800,000	10%			
PRIOR	INDOT	2301025	N/A	SR 144	Small structure replacement on SR 144, Bridge over SR 144, 6.50 miles E SR 67	Small Structure Replacement	Exempt	\$1,207,498	ROW	SFY 2026 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			
PROPOSED									ROW	SFY 2026 STPSM	\$10,000	\$8,000	80%	\$2,000	20%	Carry the amendment into the new TIP		
PRIOR									CE	SFY 2027 STPSM	\$30,000	\$24,000	80%	\$6,000	20%			
PROPOSED									CE	SFY 2027 STPSM	\$30,000	\$24,000	80%	\$6,000	20%			
PRIOR									CN	SFY 2028 STPSM	\$542,897	\$434,318	80%	\$108,579	20%			
PROPOSED									CN	SFY 2028 STPSM	\$542,897	\$434,318	80%	\$108,579	20%			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2400547	2400547	SR 135	SR 135 Tree removal/trimming	Roadside Maintenance, Tree Remov/Trimmng	Exempt	\$542,500	PE/PL	SFY 2026 STPSM	\$434,000	\$434,000	100%	\$-	0%			
PROPOSED									PE/PL	SFY 2026 STPSM	\$-	\$-	0%	\$-	0%	Project has been eliminated and will no longer be constructed	REMOVE FROM TIP	
PRIOR									CN	SFY 2026	\$108,500	\$-	0%	\$108,500	100%			
PROPOSED									CN	SFY 2026	\$-	\$-	0%	\$-	0%			
PRIOR	INDOT	2400734	N/A	I- 69	District Pavement Project (Interstate) I 69, SR 37 to 4.65 mi E of SR 37 (OSR 238)	Patch And Rehab Pavement	Exempt	\$3,750,000	PE/PL	SFY 2025 Other	\$750,000	\$675,000	90%	\$75,000	10%			
PROPOSED								\$3,818,000	\$68,000	PE/PL	SFY 2026 NHPP	\$532,000	\$479,000	90%	\$53,000	10%	FY25 PE funds moved to FY26; added FY27 PE funds; FY28 CN has no updates - SDoyle 7/23/25	
PRIOR									-	-	\$-	\$-	-	-	-			
PROPOSED									PE/PL	SFY 2027 NHPP	\$286,000	\$257,000	90%	\$29,000	10%			
PRIOR	INDOT	2300197	2300254,230 0255,230025 6,2300257,23 00258	District Pavement Project (Interstate) with Bridge Preservations	Concrete Pavement Restoration (CPR)	Exempt	\$2,412,826	CN	SFY 2026 NHPP	\$2,412,826	\$2,171,544	90%	\$241,282	10%				
PROPOSED				District Pavement Project (Interstate) with Bridge Preservations I-70 0.22 mi E of I-465 W junct to 5.16 mi E of I-465 W junct				\$4,895,000	\$2,482,174	CN	SFY 2026 NHPP	\$4,895,000	\$4,406,000	90%	\$489,000	10%	per INDOT PMG Guidance updated funds; the update included increases & decreases on des numbers for FY26 CN - SDoyle 7/16/25	
PRIOR	INDOT	2300852	N/A	I- 65	District Bridge Project - Bridge Deck Overlay I-65 NB Bridge over Lafayette Road	Bridge Deck Overlay	Exempt	\$943,600	-	-	\$-	\$-	-	-	-			
PROPOSED								\$2,835,894	\$1,892,294	CN	SFY 2028 NHPP	\$1,892,294	\$1,703,065	90%	\$189,229	10%	Add CN in SFY 2028	
PRIOR	INDOT	2401389	2401390,240 1471	Intersection Improvement Project with Small Structures & Drains rehab/repairs	Intersection Improvement, Roundabout	Exempt	\$1,100,000	PE/PL	SFY 2026 HSIP-ST	\$1,100,000	\$880,000	80%	\$220,000	20%				
PROPOSED				Intersection Improvement Projects with Small Structures & Drains rehab/repairs SR 32 & Durbin Road, & SR 32 & Prairie Baptist Road				PE/PL	SFY 2026 HSIP-ST	\$1,100,000	\$880,000	80%	\$220,000	20%	Carry the amendment into the new TIP			
PRIOR	INDOT	2500043	N/A	District Wide IDIQ Bridge Contract	District Wide Bridge Maintenance	Exempt	\$1,000,000	CN	SFY 2026 Other	\$1,000,000	\$800,000	80%	\$200,000	20%				
PROPOSED								CN	SFY 2026 Other	\$1,000,000	\$800,000	80%	\$200,000	20%	carry over			
PRIOR	INDOT	2400834	N/A	I- 74	I-74 Upgrade Fiber / Cameras / Detection / Cabinets / Towers from I-465 (East Leg) to Mile 102	Its Traffic Management Systems	Exempt	\$5,380,000	PE/PL	SFY 2027 IM	\$450,000	\$405,000	90%	\$45,000	10%			
PROPOSED								PE/PL	SFY 2027 IM	\$450,000	\$405,000	90%	\$45,000	10%	Carry the amendment into the new TIP			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR									CN	SFY 2029 IM	\$4,930,000	\$4,437,000	90%	\$493,000	10%			
PROPOSED									CN	SFY 2029 IM	\$4,930,000	\$4,437,000	90%	\$493,000	10%			
PRIOR	INDOT	2401203	2401474	SR 38	District Bridge Project (Rehabilitation) Bridge Deck Overlay and Small Structures & Drains Construction	Bridge Deck Overlay	Exempt	\$250,000	-	-	\$-	\$-	-	-	-			
PROPOSED							\$-		PE/PL	SFY 2026 Other	\$250,000	\$200,000	80%	\$50,000	20%	Carry over		
PRIOR	INDOT	2201210	N/A	District Intersection Improvement Project - Signs, Lighting, Signals, & Markings	Signs, Lighting, Signals And Markings	Exempt	\$1,529,729		CN	SFY 2027 HSIP-ST	\$1,529,729	\$1,376,756	90%	\$152,973	10%			
PROPOSED									CN	SFY 2027 HSIP-ST	\$1,529,729	\$1,376,756	90%	\$152,973	10%	Carry the amendment into the new TIP		
PRIOR	INDOT	2401721	N/A	I- 70	Lighting Project (New/Modernized), Install Lighting at 3 locations	Install Lighting	Exempt	\$2,034,756	PE/PL	SFY 2026 NHPP	\$133,116	\$119,804	90%	\$13,312	10%			
PROPOSED					Lighting Project (New/Modernized), Install Lighting at 3 locations I-465 & US 36/SR 67 (Pendleton Pike), I-70/West Street, I-70/SR 3				PE/PL	SFY 2026 NHPP	\$133,116	\$119,804	90%	\$13,312	10%	carry over		
PRIOR									CN	SFY 2027 NHPP	\$1,901,640	\$1,711,476	90%	\$190,164	10%			
PROPOSED									CN	SFY 2027 NHPP	\$1,901,640	\$1,711,476	90%	\$190,164	10%			
PRIOR	INDOT	2500065	N/A	US 40	US 40 at SR 39 in Hendricks County, Traffic Signals Modernization, Crawfordsville District	Traffic Signals Modernization	Exempt	\$1,085,000	PE/PL	SFY 2026 HSIP-ST	\$160,000	\$144,000	90%	\$16,000	10%			
PROPOSED									PE/PL	SFY 2026 HSIP-ST	\$160,000	\$144,000	90%	\$16,000	10%	Carry the amendment into the new TIP		
PRIOR									ROW	SFY 2027 HSIP-ST	\$75,000	\$67,500	90%	\$7,500	10%			
PROPOSED									ROW	SFY 2027 HSIP-ST	\$75,000	\$67,500	90%	\$7,500	10%			
PRIOR									CN	SFY 2028 HSIP-ST	\$850,000	\$765,000	90%	\$85,000	10%			
PROPOSED									CN	SFY 2028 HSIP-ST	\$850,000	\$765,000	90%	\$85,000	10%			
PRIOR	INDOT	2500068	N/A	Traffic Signals Modernization, Various Locations-District Wide, Crawfordsville District	Traffic Signals Modernization	Exempt	\$2,600,000		PE/PL	SFY 2026 HSIP-ST	\$500,000	\$450,000	90%	\$50,000	10%			
PROPOSED									PE/PL	SFY 2026 HSIP-ST	\$500,000	\$450,000	90%	\$50,000	10%	Carry the amendment into the new TIP		
PRIOR									CN	SFY 2027 HSIP-ST	\$2,100,000	\$1,890,000	90%	\$210,000	10%			
PROPOSED									CN	SFY 2027 HSIP-ST	\$2,100,000	\$1,890,000	90%	\$210,000	10%			
NEW	INDOT	2401722	N/A	Lighting Project (New/Modernized) - Install Lighting I-69 Various Locations Statewide	Install Lighting	Exempt	\$6,997,367	\$6,997,367	PE/PL	SFY 2026 NHS	\$1,052,200	\$496,980	47%	\$555,220	53%	NEW PROJECT		
NEW									CN	SFY 2028 NHS	\$5,945,167	\$5,350,651	90%	\$594,516	10%			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
NEW	INDOT	2401735	2301294, 2301297, 2301298, 2301299, 2301300, 2301303, 2301304, 2301305, 2301306, 2301307, 2301308	I-70 Pavement Replacement 0.76 mi W of SR 39 to SR 267	Pavement Replacement	Exempt	\$141,625,774	\$141,625,774	PE/PL	SFY 2026		\$1,338,174	\$-	0%	\$1,338,174	100%	NEW PROJECT	
NEW																		
NEW									CN	SFY 2027 NHPP	\$113,640,501	\$102,276,451	90%	\$11,364,050	10%			
NEW									CE	SFY 2027 NHPP	\$2,067,600	\$1,860,840	90%	\$206,760	10%			
NEW									CN	SFY 2028 NHPP	\$23,079,499	\$20,771,549	90%	\$2,307,950	10%			
NEW	INDOT	2401739	2301292, 2301293, 2301295, 2301296	Quaker Blvd. New Bridge Construction: Quaker Blvd over Frontage Rd 2.93 miles S of US 40	New Br, Comp. Cont. Conc. Constr.	Non-Ex	\$66,890,000	\$66,890,000	PE/PL	SFY 2026 NHPP	\$720,000	\$480,000	67%	\$240,000	33%	NEW PROJECT		
NEW									PE/PL	SFY 2027 NHPP	\$480,000	\$480,000	100%	\$-	0%			
NEW									CN	SFY 2027 NHPP	\$2,000,000	\$1,600,000	80%	\$400,000	20%			
NEW									CN	SFY 2028 NHPP	\$62,440,000	\$40,880,000	78%	\$10,220,000	16%			
NEW									CE	SFY 2028 NHPP	\$1,250,000	\$1,000,000	100%	\$250,000	20%			
NEW	INDOT	2500593	N/A	US 31	US 31 NB over Amity Ditch, 01.14 N SR 252	Bridge Deck Overlay	Exempt	\$484,472	\$484,472	PE/PL	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%	NEW PROJECT	
NEW									CN	SFY 2030 STPSM	\$334,472	\$267,578	80%	\$66,894	20%			
NEW	INDOT	2500594	N/A	US 31	US 31, SB over Amity Ditch, 1.14 miles N of SR 252	Bridge Rehabilitation Or Repair	Exempt	\$484,472	\$484,472	PE/PL	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%	NEW PROJECT	
NEW									CN	SFY 2030 STPSM	\$334,472	\$267,578	80%	\$66,894	20%			
NEW	INDOT	2500618	N/A	SR 44	SR 44 over Youngs Creek, .86 W SR 144	Bridge Thin Deck Overlay	Exempt	\$439,876	\$439,876	PE/PL	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%	NEW PROJECT	
NEW									PE/PL	SFY 2030 STPSM	\$289,876	\$231,901	80%	\$57,975	20%			
NEW	INDOT	2500766	N/A	SR 44	SR 44, 2.37 miles E of SR 135	Small Structure Replacement	Exempt	\$2,483,236	\$2,483,236	PE/PL	SFY 2026 STPSM	\$450,000	\$360,000	80%	\$90,000	20%	NEW PROJECT	
NEW									ROW	SFY 2027 STPSM	\$20,000	\$16,000	80%	\$4,000	20%			
NEW									CN	SFY 2027 STPSM	\$100,000	\$80,000	80%	\$20,000	20%			
NEW									CN	SFY 2030 STPSM	\$1,913,236	\$1,530,589	80%	\$382,647	20%			
NEW	INDOT	2500765	N/A	I-65	I 65, 9.54 Miles N of Shelby County	Small Structure Pipe Lining	Exempt	\$1,653,901	\$1,653,901	PE/PL	SFY 2026 NHPP	\$400,000	\$360,000	90%	\$40,000	10%	NEW PROJECT	
NEW									CN	SFY 2027 NHPP	\$10,000	\$9,000	90%	\$1,000	10%			
NEW									CN	SFY 2030 NHPP	\$1,243,901	\$1,119,511	90%	\$124,390	10%			
NEW	INDOT	2200834	N/A	I-65	I65, .44 miles N of US 31 to .54 miles N of SR 252	HMA Overlay, Preventive Maintenance	Exempt	\$8,906,872	\$8,906,872	CN	SFY 2027 NHPP	\$8,906,872	\$8,016,185	90%	\$890,687	10%	NEW PROJECT	
NEW	INDOT	2500536	N/A	I-65	I 65, CR 100 N over I 65 NB/SB, .92 miles N or SR 44	Bridge Maintenance And Repair	Exempt	\$322,001	\$322,001	CN	SFY 2028 NHPP	\$322,001	\$289,801	90%	\$32,200	10%	NEW PROJECT	
NEW	INDOT	2500955	N/A		Seymour Systemic Safety Projects	Other Type Project (Miscellaneous)	Exempt	\$4,000,000	\$4,000,000	CN	SFY 2030 HSIP-ST	\$4,000,000	\$3,200,000	80%	\$800,000	20%	NEW PROJECT	
NEW	INDOT	2500956	N/A		Seymour District RPM project, various locations	Other Type Project (Miscellaneous)	Exempt	\$1,000,000	\$1,000,000	CN	SFY 2030 HSIP-ST	\$1,000,000	\$800,000	80%	\$200,000	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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
NEW	INDOT	2500957	N/A	Seymour Signal Modification 2030	Other Type Project (Miscellaneous)	Exempt	\$3,615,000	\$3,615,000	CN	SFY 2030 HSIP-ST	\$3,615,000	\$2,892,000	80%	\$723,000	20%	NEW PROJECT		
NEW	INDOT	2500550	N/A	US 31 over Daniel Brewer Legal Drain	Scour Protection (Erosion)	Exempt	\$570,000	\$570,000	CN	SFY 2029 NHS	\$570,000	\$456,000	80%	\$114,000	20%	NEW PROJECT		
NEW	INDOT	2500551	N/A	US 31	US31 over UNT	Small Structure Maint and Repair	Exempt	\$372,142	\$372,142	CN	SFY 2029 NHS	\$372,142	\$297,714	80%	\$74,428	20%	NEW PROJECT	
NEW	INDOT	2500561	N/A	SR 135	SR 135, Intersection of SR 144	Intersection Improvement, Roundabout	Exempt	\$3,539,280	\$3,539,280	CN	SFY 2028 STPSM	\$3,539,280	\$1,200,000	37%	\$300,000	8%	NEW PROJECT	
NEW	INDOT	2500489	N/A	DES 2500489; FY26-27 IDIQ Bridge, Various Counties, Crawfordsville District	District Wide Bridge Maintenance	Exempt	\$2,000,000	\$2,000,000	CN	SFY 2026 NHPP	\$1,000,000	\$900,000	90%	\$100,000	10%	NEW PROJECT		
NEW									CN	SFY 2027 NHPP	\$1,000,000	\$900,000	90%	\$100,000	10%			
NEW	INDOT	2500523	N/A	SR 32	DES 2500523, Scour Protection (Erosion) SR 32, Boone County, Crawfordsville District	Scour Protection (Erosion)	Exempt	\$675,000	\$675,000	PE/PL	SFY 2026 STPSM	\$75,000	\$60,000	80%	\$15,000	20%	NEW PROJECT	
NEW									CN	SFY 2027 STPSM	\$100,000	\$80,000	80%	\$20,000	20%			
NEW									CN	SFY 2028 STPSM	\$500,000	\$400,000	80%	\$100,000	20%			
NEW	INDOT	2500546	N/A	SR 67	SR 67 - Small Structure Pipe Lining - Morgan County - Crawfordsville District	Small Structure Pipe Lining	Exempt	\$637,500	\$637,500	PE/PL	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%	NEW PROJECT	
NEW									ROW	SFY 2027 STPSM	\$7,500	\$6,000	80%	\$1,500	20%			
NEW									CN	SFY 2028 STPSM	\$480,000	\$384,000	80%	\$96,000	20%			
NEW	INDOT	2500547	N/A	SR 67	SR 67, Small Structure Pipe Lining, Hendricks County, Crawfordsville District	Small Structure Pipe Lining	Exempt	\$565,000	\$565,000	PE/PL	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%	NEW PROJECT	
NEW									ROW	SFY 2027 STPSM	\$15,000	\$12,000	80%	\$3,000	20%			
NEW									CN	SFY 2027 STPSM	\$20,000	\$16,000	80%	\$4,000	20%			
NEW									CN	SFY 2028 STPSM	\$380,000	\$304,000	80%	\$76,000	20%			
NEW	INDOT	2401745	N/A	I- 74	I-74, Small Structures & Drains Construction, Hendricks Marion County, Crawfordsville District	Small Structures & Drains Construction	Exempt	\$4,700,000	\$4,700,000	CN	SFY 2029 STPSM	\$4,700,000	\$4,230,000	90%	\$470,000	10%	NEW PROJECT	
NEW	INDOT	2500040	N/A	I- 65	Various Locations, Raised Pavement Markings, Refurbished, Various Counties, Crawfordsville District	Raised Pavement Markings, Refurbished	Exempt	\$250,000	\$250,000	CN	SFY 2027 HSIP-ST	\$250,000	\$225,000	90%	\$25,000	10%	NEW PROJECT	
NEW	INDOT	2500782	N/A	I- 74	I-74 at Jeff Gordon Boulevard, Access Control, Hendricks County, Crawfordsville District	Access Control	Exempt	\$4,065,000	\$4,065,000	PE/PL	SFY 2026 NHPP	\$165,000	\$148,500	90%	\$16,500	10%	NEW PROJECT	
NEW									ROW	SFY 2027 NHPP	\$3,350,000	\$3,015,000	90%	\$335,000	10%			
NEW									CN	SFY 2030 NHPP	\$550,000	\$495,000	90%	\$55,000	10%			
NEW	INDOT	2500598	N/A	SR 32	SR 32, 2.26 mi W of US 421, over MOUNTS RUN Boone County Bridge Replacement Crawfordsville District	Br Repl, Cont. Rc Slab	Exempt	\$3,425,000	\$3,425,000	PE/PL	SFY 2026 STPSM	\$700,000	\$560,000	80%	\$140,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$25,000	\$20,000	80%	\$5,000	20%			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
NEW									CN	SFY 2029 STPSM	\$100,000	\$80,000	80%	\$20,000	20%			
NEW									CN	SFY 2030 STPSM	\$2,600,000	\$2,080,000	80%	\$520,000	20%			
NEW	INDOT	2500610	N/A	US 40	DES 2500610 - Bridge Replacement - US 40, 1.29 mi W of SR 39, over MUD CREEK, Hendricks County, Crawfordsville District	Br Repl, Cont. Pres. Conc. Box Beam	Exempt	\$6,060,000	\$6,060,000	PE/PL	SFY 2026 STPSM	\$1,400,000	\$1,120,000	80%	\$280,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			
NEW									CN	SFY 2029 STPSM	\$50,000	\$40,000	80%	\$10,000	20%			
NEW									CN	SFY 2030 STPSM	\$4,600,000	\$3,680,000	80%	\$920,000	20%			
NEW	INDOT	2301584	N/A	US 31	US 31 Systemic Safety Project	Other Type Project (Miscellaneous)	Exempt	\$600,000	\$600,000	CN	SFY 2027 HSIP-ST	\$600,000	\$480,000	80%	\$120,000	20%	NEW PROJECT	
NEW	INDOT	2500807	N/A	SR 42	DES 2500807 - Intersection Improvement, Roundabout, SR 42, 1.95 mi W to 1.45 mi W of SR 144 (Keller Hill), Morgan County, Crawfordsville District	Intersection Improvement, Roundabout	Exempt	\$3,995,000	\$3,995,000	PE/PL	SFY 2026 STPSM	\$700,000	\$560,000	80%	\$140,000	20%	NEW PROJECT	
NEW									ROW	SFY 2028 STPSM	\$85,000	\$68,000	80%	\$17,000	20%			
NEW									CN	SFY 2029 STPSM	\$210,000	\$168,000	80%	\$42,000	20%			
NEW									CN	SFY 2030 STPSM	\$3,000,000	\$2,400,000	80%	\$600,000	20%			
NEW	INDOT	2500720	N/A	SR 39	Small Structure Pipe Lining, SR 39, 0.28 mi N of US 36 W JCT, Hendricks County, Crawfordsville District	Small Structure Pipe Lining	Exempt	\$740,000	\$740,000	PE/PL	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$20,000	\$16,000	80%	\$4,000	20%			
NEW									CN	SFY 2030 STPSM	\$570,000	\$456,000	80%	\$114,000	20%			
NEW	INDOT	2500728	N/A	US 36	Small Structure Replacement, US 36, 1.50 mi W of SR 267, Hendricks County, Crawfordsville District	Small Structure Replacement	Exempt	\$1,920,000	\$1,920,000	PE/PL	SFY 2026 STPSM	\$450,000	\$360,000	80%	\$90,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$20,000	\$16,000	80%	\$4,000	20%			
NEW									CN	SFY 2030 STPSM	\$1,450,000	\$1,160,000	80%	\$290,000	20%			
NEW	INDOT	2500776	N/A	SR 267	SR 267 2.47 mi S of I-65 Small Structure Replacement	Small Structure Replacement	Exempt	\$640,000	\$640,000	PE/PL	SFY 2026 STPSM	\$150,000	\$120,000	80%	\$30,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			
NEW									CN	SFY 2030 STPSM	\$480,000	\$384,000	80%	\$96,000	20%			
NEW	INDOT	2500853	N/A	SR 39	SR 39, 3.29 mi S of US 36 Small Structures & Drains Construction	Small Structures & Drains Construction	Exempt	\$315,000	\$315,000	PE/PL	SFY 2026 STPSM	\$80,000	\$64,000	80%	\$16,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			
NEW									CN	SFY 2030 STPSM	\$225,000	\$180,000	80%	\$45,000	20%			
NEW	INDOT	2500861	N/A	US 36	US 36 from 1.37 mi E of SR 39 E Jct to 5.57 mi E of SR 39 E Jct Small Structures & Drains Construction	Small Structures & Drains Construction	Exempt	\$2,230,000	\$2,230,000	PE/PL	SFY 2026 STPSM	\$570,000	\$456,000	80%	\$114,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			

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 %	STATE	STATE %	JUSTIFICATION	ACTION PROPOSED
NEW									CN	SFY 2030 STPSM	\$1,650,000	\$1,320,000	80%	\$330,000	20%			
NEW	INDOT	2500867	N/A	US 421	US 421 0.81 mi S of SR 32 Small Structures & Drains Construction	Small Structures	Exempt	\$295,000	\$295,000	PE/PL	SFY 2026 STPSM	\$85,000	\$68,000	80%	\$17,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			
NEW									CN	SFY 2030 STPSM	\$200,000	\$160,000	80%	\$40,000	20%			
NEW	INDOT	2400593	N/A	District Pavement Project (Non-I) ADA Sidewalk Ramp Construction at 2 locations I-465 & 56th Street, & I-465 & 71st Street	Construct ADA Approved Sidewalk Ramps	Construct ADA Approved	Exempt	\$504,580	\$504,580	PE/PL	SFY 2026	\$69,580	\$-	0%	\$69,580	100%	NEW PROJECT	
NEW									CN	SFY 2026 NHPP	\$435,000	\$392,000	90%	\$43,000	10%			
NEW	INDOT	2500959	N/A	SR 267	SR 267 2.47 mi S of I-65 Small Structure Replacement	Small Structure Replacement	Exempt	\$630,000	\$630,000	PE/PL	SFY 2026 STPSM	\$145,000	\$116,000	80%	\$29,000	20%	NEW PROJECT	
NEW									ROW	SFY 2029 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			
NEW									CN	SFY 2030 STPSM	\$475,000	\$380,000	80%	\$95,000	20%			
NEW	INDOT	2500840	N/A	I- 74	Access Control Project (Right of Way) Mobility Access Control	Access Control	Exempt	\$4,960,400	\$4,960,400	PE/PL	SFY 2026	\$38,400	\$-	0%	\$38,400	100%	NEW PROJECT	
NEW									ROW	SFY 2026 NHPP	\$4,922,000	\$4,430,000	90%	\$492,000	10%			
NEW	INDOT	2500905	I- 465 2500753,250 0941	District Pavement Project (Interstate) HMA Overlay, PM on I-465 lead des 2500905	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance	Exempt	\$19,452,000	\$19,452,000	PE/PL	SFY 2026 NHPP	\$1,200,000	\$900,000	75%	\$300,000	25%	NEW PROJECT	
NEW									CN	SFY 2030 NHPP	\$18,252,000	\$16,426,000	90%	\$1,826,000	10%			
NEW	INDOT	2401706	N/A	I- 70	New Interchange Project, New Interchange Construction on I-70, 3.75 miles west of State Road 9	New Interchange Construction	Non-Ex	\$1,000,000	\$1,000,000	PE/PL	SFY 2026 NHPP	\$1,000,000	\$900,000	90%	\$100,000	10%	NEW PROJECT	
NEW	INDOT	2501024	N/A	Raised Pavement Markings, Refurbished Various Locations	Raised Pavement Markings, Refurbished	Raised Pavement Markings, Refurbished	Exempt	\$550,000	\$550,000	PE/PL	SFY 2026 HSIP-ST	\$100,000	\$90,000	90%	\$10,000	10%	NEW PROJECT	
NEW									CN	SFY 2028 HSIP-ST	\$450,000	\$405,000	90%	\$45,000	10%			

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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	Boone County	2003020	N/A	CR 400 E CR 400 E & CR 100 S Roundabout	Intersection or Intersection Groups	Exempt	\$2,577,296		CN	SFY 2026 STP4RM	\$1,731,170	\$1,558,053	90%	\$173,117	10%			
PROPOSED							\$3,265,650	\$688,354	CN	SFY 2026 STP4RM	\$2,419,524	\$2,177,572	90%	\$241,952	10%	Stage 3 cost estimate has increased based on recent project lettings.		
NEW	CIRTA	IND-26-201	N/A	Mobility Management 2026	Other	Exempt	\$256,400	\$256,400	CN	SFY 2026 SEC5307	\$256,400	\$205,120	89%	\$51,280	21%	NEW PROJECT		
NEW	CIRTA	IND-26-202	N/A	My Freedom Program 2026	Other	Exempt	\$202,500	\$202,500	CN	SFY 2026 SEC5307	\$202,500	\$101,250	63%	\$101,250	58%	NEW PROJECT		
PRIOR	Fishers	1901667	N/A	116th Street 116th St & Allisonville Rd Intersection Improvement	Intersection or Intersection Groups	Exempt	\$5,032,500		CN	SFY 2026 STATE	\$6,452,750	\$2,652,750	70%	\$3,800,000	100%			
PROPOSED							\$4,027,208	\$-1,005,292	CN	SFY 2026 STATE	\$5,447,458	\$2,652,750	95%	\$2,794,708	100%	The city has preformed supplemental traffic studies, and while the need for improvement in this intersection remains warranted, the traffic irregularities has posed supplemental questions on the performance of the roundabout. The city will continue to conduct traffic studies, post intersection impro		
NEW	Hancock County	2401758	2401758 CR300N	CR 300N from CR 300W to CR 200W	Roadway Reconstruction	Exempt	\$11,980,000	\$11,980,000	PE/PL	SFY 2026	\$1,185,000	\$-	0%	\$1,185,000	100%	NEW PROJECT		
NEW									ROW	SFY 2029 STP4RM	\$920,000	\$736,000	80%	\$184,000	20%			
NEW									PE/PL	SFY 2031 STP4RM	\$790,000	\$632,000	80%	\$158,000	20%			
NEW									CN	SFY 2031 STP4RM	\$7,900,000	\$6,320,000	80%	\$1,580,000	20%			
NEW									CE	SFY 2031 STP4RM	\$1,185,000	\$948,000	80%	\$237,000	20%			
NEW	Hancock County	2300118	N/A	Hancock County Bridge Inspection	Bridge - Other	Exempt	\$335,137	\$335,137	PE/PL	SFY 2026 LOCBR	\$146,459	\$117,167	80%	\$29,292	20%	NEW PROJECT		
NEW									PE/PL	SFY 2027 LOCBR	\$58,674	\$46,939	80%	\$11,735	20%			
NEW									PE/PL	SFY 2028 LOCBR	\$130,004	\$104,003	80%	\$26,001	20%			

2026 Local Match Contributions					
JURISDICTION	2020 Census Population	2020 Percent of Total	2026 UPWP Local Match	2026 Additional Local Match ⁱ	Proposed On: 6/9/2025
					Total Invoiced ⁱⁱ
NON-MEMBER JURISDICTIONS IN THE METRO PLANNING AREA					
Atlanta	712	0.04%	\$323	\$30	\$500
Arcadia	1,515	0.09%	\$752	\$64	\$816
Bethany	95	0.01%	\$47	\$4	\$500
Brooklyn	2,511	0.14%	\$1,115	\$106	\$1,221
Spring Lake	210	0.01%	\$104	\$9	\$500
PRO RATA MEMBER DUES					
Avon	21,474	1.21%	\$9,537	\$910	\$10,448
Bargersville	9,560	0.54%	\$4,246	\$405	\$4,651
Beech Grove	14,717	0.83%	\$6,536	\$624	\$7,160
Brownsburg	28,973	1.64%	\$12,868	\$1,228	\$14,096
Carmel	99,757	5.64%	\$44,305	\$4,230	\$48,534
Cicero	5,301	0.30%	\$2,354	\$225	\$2,579
Cumberland	3,461	0.20%	\$1,537	\$147	\$1,684
Danville	10,559	0.60%	\$4,690	\$448	\$5,137
Fishers	98,977	5.60%	\$43,958	\$4,196	\$48,155
Franklin	25,313	1.43%	\$11,242	\$1,073	\$12,315
Greenfield	23,488	1.33%	\$10,432	\$996	\$11,427
Greenwood	63,830	3.61%	\$28,349	\$2,706	\$31,055
Hamilton County	21,321	1.21%	\$9,469	\$904	\$10,373
Hancock County	24,364	1.38%	\$10,821	\$1,033	\$11,854
Hendricks County	65,108	3.68%	\$28,916	\$2,760	\$31,677
Indianapolis	894,548	50.57%	\$397,291	\$37,928	\$435,219
Johnson County	40,059	2.26%	\$17,791	\$1,698	\$19,490
Lawrence	49,370	2.79%	\$21,926	\$2,093	\$24,020
McCordsville	8,503	0.48%	\$3,776	\$361	\$4,137
Mooresville	9,411	0.53%	\$4,180	\$399	\$4,579
Morgan County	19,344	1.09%	\$8,591	\$820	\$9,411
New Palestine	2,744	0.16%	\$1,219	\$116	\$1,335
New Whiteland	5,472	0.31%	\$2,430	\$232	\$2,662
Noblesville	69,604	3.93%	\$30,913	\$2,951	\$33,864
Pittsboro	3,682	0.21%	\$1,635	\$156	\$1,791
Plainfield	34,625	1.96%	\$15,378	\$1,468	\$16,846
Shelby County (w/Fairland)	8,028	0.45%	\$3,565	\$340	\$3,906
Southport	2,123	0.12%	\$943	\$90	\$1,033
Speedway	13,952	0.79%	\$6,196	\$592	\$6,788
Westfield	46,410	2.62%	\$20,612	\$1,968	\$22,580
Whiteland	4,599	0.26%	\$2,043	\$195	\$2,238
Whitestown	10,178	0.58%	\$4,520	\$432	\$4,952
Zionsville	30,074	1.70%	\$13,357	\$1,275	\$14,632
Pro-Rata Member Totals	1,768,929	100.00%	\$785,626	\$75,000	\$860,626
NON-PRO RATA MEMBER DUES ⁱⁱⁱ					
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
Non-Pro Rata Member Totals	395	100%	\$17,500	\$17,500	
Total Member Population & Match	1,769,324		\$803,126	\$75,000	\$878,126

2025 Dues	Change
\$10,626	(\$179)
\$4,731	(\$80)
\$7,283	(\$123)
\$14,337	(\$241)
\$49,365	(\$831)
\$2,623	(\$44)
\$1,713	(\$29)
\$5,225	(\$88)
\$48,979	(\$824)
\$12,526	(\$211)
\$11,623	(\$196)
\$31,586	(\$532)
\$10,551	(\$178)
\$12,057	(\$203)
\$32,219	(\$542)
\$442,668	(\$7,449)
\$19,823	(\$334)
\$24,431	(\$411)
\$4,208	(\$71)
\$4,657	(\$78)
\$9,572	(\$161)
\$1,358	(\$23)
\$2,708	(\$46)
\$34,444	(\$580)
\$1,822	(\$31)
\$17,134	(\$288)
\$3,973	(\$67)
\$1,051	(\$18)
\$6,904	(\$116)
\$22,966	(\$386)
\$2,276	(\$38)
\$5,037	(\$85)
\$14,882	(\$250)

i - The Additional Local Match column identifies the additional local match each community contributes to generate \$60,000 for a 100% locally-funded government relations contract, \$5,000 for a 100% locally-funded Transportation for America membership, and \$10,000 for Safe Streets for All grant match.

ii - 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 above, minus the contributions of communities paying the minimum rates.

iii - Per IMPO bylaws, 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 the "Formula Totals" population in the table).

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING 2026 LOCAL MATCH**

Resolution Number 25-IMPO-015

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 \$10,000 for a regional Safe Streets for All (SS4A) planning grant; and

WHEREAS, \$500,000 of Planning Funds (PL) will be set aside for local planning projects, and \$95,192 will be set aside for 100% complete streets projects; and

WHEREAS, per bylaws, member jurisdictions with populations below certain thresholds will pay non-pro rata member dues; and

WHEREAS, per bylaws, all other member jurisdictions dues are calculated by multiplying a Local Planning Agency’s percent of the total participating regional population, using 2020 Census numbers, by the total local match amount; and

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 2026 IMPO total local match amount of \$878,126 is hereby approved.

SECTION 2: That 2026 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 20th day of August, 2025.

Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

Indianapolis Metropolitan Planning Organization

200 E. Washington Street | City-County Building, Suite 2322 | Indianapolis, IN 46204-2526

CY 2025 - 2026 Unified Planning Work Program (Year 2)

Indianapolis Metropolitan Planning Area



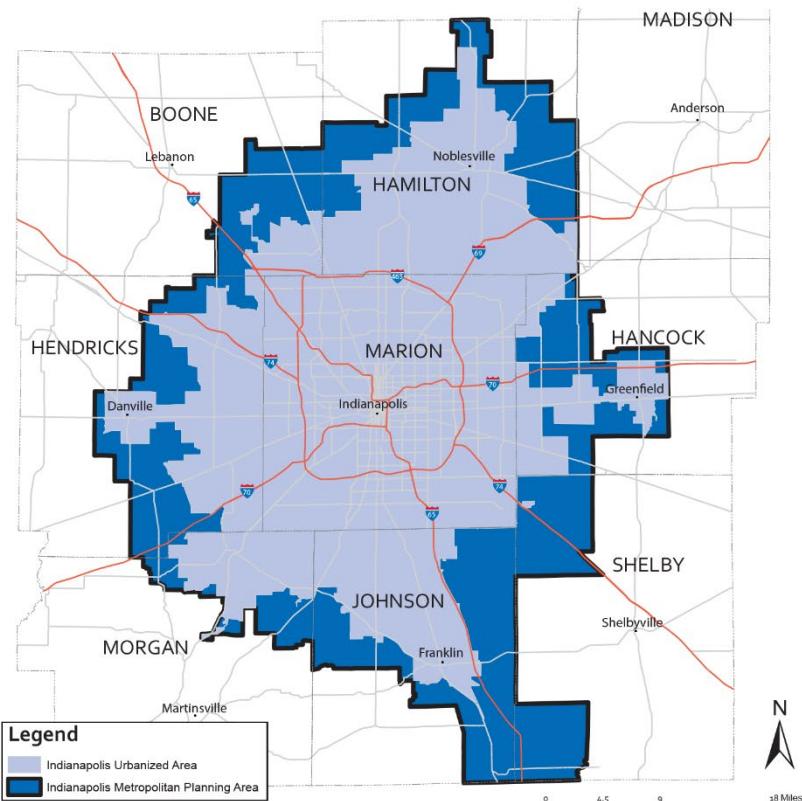
Originally approved by the IMPO Transportation Policy Committee June 5, 2024
Amendment #1 by the IMPO Transportation Policy Committee February 19, 2025
Amendment #2 proposed to the IMPO Transportation Policy Committee August 20, 2025
Version 2.0

Indianapolis Metropolitan Planning Organization

FAQ BOOK

WHAT IS THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (MPO)?

The Indianapolis Metropolitan Planning Organization (MPO) is the regional entity that plans and programs federal transportation funds for highways, transit, non-motorized transportation, and other means of moving people and goods. The MPO works within federal transportation requirements to guide the development of a multi-modal transportation system within the **Metropolitan Planning Area (MPA)** - an area that includes the urbanized area plus areas expected to urbanize over the next 20 years.



WHAT ARE THE GOALS OF THE MPO?

Maintaining a Continuing, Cooperative, and Comprehensive Planning Process

- Identifying Future Needs
- Preparing Effective Transportation Programs and Plans
- Community Involvement
- Transportation Policy Coordination



METROPOLITAN PLANNING AREA (MPA)

8 COUNTIES

Marion County and parts of Boone, Hamilton, Hancock, Hendricks, Johnson, Morgan, and Shelby Counties

11 CITIES

Beech Grove, Carmel, Fishers, Franklin, Greenfield, Greenwood, Indianapolis, Lawrence, Noblesville, Southport, and Westfield

22 TOWNS

Arcadia, Atlanta, Avon, Bargersville, Bethany, Brooklyn, Brownsburg, Cicero, Cumberland, Danville, Edinburgh, McCordsville, Mooresville, New Palestine, New Whiteland, Pittsboro, Plainfield, Speedway, Spring Lake, Whiteland, Whitestown, and Zionsville

INDIANAPOLIS METROPOLITAN PLANNING AREA

1,520 Sq. Miles
Population: 1,558,201

INDIANAPOLIS URBANIZED AREA

975 Sq. Miles

Population: 1,509,009

ACRONYMS

- CIRTA** - Central Indiana Regional Transportation Authority
- EPA** - Environmental Protection Agency
- FHWA** - Federal Highway Administration
- FTA** - Federal Transit Administration
- IDEM** - Indiana Department of Environmental Management
- INDOT** - Indianapolis Department of Transportation
- IRTC** - Indianapolis Regional Transportation Council
- IRTP** - Indianapolis Regional Transportation Improvement Plan
- LRTP** - Long Range Transportation Plan
- MPA** - Metropolitan Planning Area
- MPO** - Metropolitan Planning Organization
- TMA** - Transportation Management Area
- UAB** - Urban Area Boundary
- UPWP** - Unified Planning Work Program

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I. Introduction

A. Purpose

Transportation planning in the Indianapolis Metropolitan Planning Area (MPA) is an interactive process involving elected officials, planners, engineers, and residents of Central Indiana, and is overseen by the Indianapolis Metropolitan Planning Organization (IMPO or Indianapolis MPO) under the direction of the IMPO Transportation Policy Committee. This Unified Planning Work Program (UPWP) will set forth the major transportation planning initiatives and activities between January 1, 2025 and December 31, 2025. The UPWP consists of six (6) transportation program elements, each of which contributes to maintaining and implementing Central Indiana's transportation plans in compliance with the Infrastructure Investment and Jobs Act (IIJA) and the mission statement of the IMPO. The six elements are Administration / Public Participation (100), Data Collection and Analysis (200), Short Range Planning and Management Systems (300), Long-Range Planning and Air Quality (400), Transit and Active Transportation (500), and Other Planning Initiatives P (600).

B. Regulatory Citations & Certifications

Sections 420 and 450 of Title 23 of the Code of Federal Regulations describe the metropolitan planning process to be carried out by MPOs. Specific to Unified Planning Work Programs, 23 CFR 450.308 identifies the requirements. MPOs are required to develop their UPWPs in cooperation with state and public transit agencies. Elements to be included in the UPWP are:

- Discussion of the planning priorities facing the metropolitan planning area; and
- Description of all metropolitan transportation planning and transportation-related air quality planning activities anticipated within the next 1- or 2-year period, regardless of funding source, indicating the following:
 - A review of who will perform the work (e.g., IMPO, State, public transportation operator, local government, or consultant)
 - The schedule for completion of the work;
 - A review of the intended products, including all activities funded under Title 23 (Federal Highway Administration) and Title 49 Chapter 53 (Federal Transit Administration);
 - The proposed funding by activity / task; and
 - A summary of the total amounts and sources of Federal and matching funds. (Note: In this UPWP, all sources and uses of funds are detailed in the activites table, included as Appendix A)

In 2022, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) certified that the IMPO's transportation planning process is being carried out in accordance with all applicable requirements, as detailed in 23 CFR 450.336. A copy of the USDOT-Indianapolis Planning Certification Letter has been included in this

document as Appendix G and the IMPO's Transportation Planning Process Certification has been included as Appendix H.

C. Overview of the Indianapolis Metropolitan Planning Organization

Metropolitan Transportation Planning started with the enactment of the Federal Aid Highway Act of 1962. A comprehensive and cooperative Indianapolis Regional Transportation and Development Study (IRTADS) completed in 1968 recommended thoroughfare and transit projects for the growing Indianapolis metropolitan area.

IRTADS was designed to be a continuing study through the participation of its sponsoring agencies in the establishment of a transportation-planning unit within the Marion County Department of Metropolitan Development. This unit, the Indianapolis Metropolitan Planning Organization (IMPO), continued the work initiated by IRTADS and kept its recommendations up-to-date and consistent with the changing conditions of the region. In 2020, the IMPO implemented aspects of its strategic plan and became an independent organization separate from the City of Indianapolis Department of Metropolitan Development.

The IMPO has been continuously certified by the Federal Highway Administration (FHWA) to meet all pertinent federal regulations since its inception in 1962. The last Certification Review was held on June 7th and 8th, 2022, involving the IMPO, INDOT, Federal Transit Administration (FTA), and FHWA staff, in addition to a public hearing that included several other local stakeholders.

The IMPO currently has a staff of 15 full-time employees, with working groups structured around Administration, Planning, Programming, and Data Resources.

II. Goals of the CY 2025-2026 UPWP

A. Mission Statement

The Indianapolis MPO develops smart, fair solutions to long-term regional challenges through strong leadership, responsible stewardship, innovation, and effective, inclusive collaboration.

We commit to uncompromised moral integrity, transparency, and honesty in all that we do. We also commit to:

- *Excellent Customer Service*
- *Fact-Based Decision-Making*
- *Effective and Efficient Stewardship of our Resources*
- *Embracing an Openness for Creating Solutions*
- *Giving Easy Access to Data for Others to Use*

The IMPO's Unified Planning Work Program produces plans and programs for highways, transit, and other means of moving people and goods in compliance with federal transportation requirements that guide the development of an efficient multi-modal transportation system within the Indianapolis Metropolitan Planning Area.

Major goals for this Program were developed for the Overall Work Program in 1970 dealing with the comprehensive planning requirements of the US Department of Housing and Urban Development (HUD), and they evolved through the Unified Planning Work Program in recent years emphasizing the following (from 23 CFR 450.306):

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. *Support the **economic vitality** of the metropolitan area, especially by enabling **global competitiveness, productivity, and efficiency**;*
2. *Increase the **safety** of the transportation system for motorized and non-motorized users;*
3. *Increase the **security** of the transportation system for motorized and non-motorized users;*
4. *Increase **accessibility and mobility** of people and freight;*
5. *Protect and enhance the environment, promote **energy conservation**, improve the **quality of life**, and promote consistency between transportation improvements and State and local **planned growth and economic development patterns**;*
6. *Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;*
7. *Promote efficient **system management and operation**; and*
8. *Emphasize the **preservation** of the existing transportation system;*
9. *Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and*
10. *Enhance travel and tourism.*

B. Planning Priorities Facing the Metropolitan Planning Area

Finalize & Implement the Data RoadMap. The IMPO has continued its long-running focus on upgrading its data, analysis, and modeling capabilities. This planning priority will build upon the work of the Data Analysis and Modeling Plan (DAM Plan), which was implemented from 2020-2023. The updated Data RoadMAP (Modeling and Analysis Plan) was completed in 2023 and revised in 2025, and will be implemented from 2026-2030. The DataRoadMAP also incorporates the information needs of the Resiliency Snapshot, Housing Analysis, and Active Transportation

Plans. The IMPO's data, analysis, and modeling capabilities are essential to its work of planning for the region's transportation system.

SERVE Committee, Household Travel Survey, and On-Board Survey. Staff will explore various methods of reaching different populations and will document what worked and what did not. Several different types of engagement will also be employed, and results will be documented and evaluated. The 2026 iteration of the SERVE Committee will build upon the success of the 2025 program, which saw near 100% participation and attendance rates on the focus group and garnered significant high-quality feedback from hard to reach populations. The IMPO will also work closely with IndyGo on their updated On-Board Survey.

Certification Preparation. The IMPO, like all federally designated Metropolitan Planning Organizations, is subject to a review and certification by our federal planning partners every four years. Our last review was held in 2022 resulting in nine (9) recommendations, one (1) corrective action, and three (3) commendations. IMPO staff will work in advance of the yet to be scheduled 2026 certification to prepare necessary materials, including follow up actions on all previous findings. This will involve the majority of staff and could, depending on the extent of the certification review process, take considerable staff time to prepare.

Executive Orders and Transportation Reauthorization. IMPO will engage our AMPO (Association of Metropolitan Planning Organizations) partners in Washington on a regular basis, including possible in-person meetings in D.C. with AMPO staff and Congressional representatives on the Transportation Reauthorization efforts. In addition, IMPO will continue to engage with AMPO and others in interpreting and understanding the impacts of further Executive Orders or USDOT directives.

New MiTIP Platform migration. The IMPO will migrate to the new MiTIP platform in 2026, which should improve mapping, searching, and user-facing features within the system.

Federal Funds Exchange. The MPO will continue to manage the TIP as an exchanged program, directly with local planning agencies (LPAs). Staff will continue to document the time and cost savings of the program, and work with INDOT in 2026 to evaluate and extend the agreement as appropriate.

BRT Before & After Studies. The IMPO will work with IndyGo to understand the impacts of rapid transit investments, including the Red Line "After" study and an updated On Board Survey.

2026 Strategic Plan. The IMPO Transportation Policy Committee has seen significant changes to the organizational leadership since 2024 resulting in significant board turnover and the need to get members up to speed with IMPO practices and policies. Efforts began in 2025 to get new mayors and technical representatives up to speed, will continue in earnest in 2026, most notably as part of the development of the new Strategic Plan. The 2026 Strategic Plan will pick up where the 2017 plan left off and consider how the regional context has evolved over the past nine

years. Work on the new strategic plan began in mid-2025 and will continue into mid-2026 with planned adoption in second quarter.

TIP Scoring Updates. With insights from the 2050 MTP update adopted in late 2024, as well as the TIP scoring review conducted by Transportation for America in late 2024, IMPO staff will continue the evaluation of the current TIP scoring process. The IMPO contracted with Highstreet Consulting in early 2025 and will continue to work with them, the steering committee and the Transportation Technical and Policy Committees towards adoption of the new process in second quarter. This scoring criteria is critical because it determines how the IMPO prioritizes its annual project funding recommendations.

Safety Planning. The IMPO is committed to reducing traffic crashes and deaths, which have persisted at near-record highs. Staff will continue to clean and publish ARIES crash data to the [IMPO's dashboard](#), and a discretionary grant has been submitted for Safe Streets for All funding to conduct a major update to the regional [Safety Action Plan](#). The IMPO's dashboard provides a comprehensive view of traffic crashes and deaths in the region. The data is used to track trends, identify areas of concern, and develop strategies to improve safety.

III. Rollover Funds, Safety, & Air Quality

A. 2024 Rollover, Uses

IMPO staff estimates a year-end unclaimed federal PL balance (or rollover balance) of approximately \$1,000,000. This amount is encumbered (committed to an open purchase order or operating account), but not yet expensed and reimbursed. This is identical to the IMPO's rollover estimates in 2022 and 2023, both of which ended up being very close to the actual year-end rollover amounts. Also in both cases, the prior year rollover funds were spent down by April of the year after the initial agreement. Since 100% of the IMPO's unclaimed 2024 PL balance has been encumbered, open purchase orders will spend down that balance relatively quickly in 2025. Rollover funds will be used for:

100: The 2025 IMPO Strategic Plan

200: Vision Eval model set-up, vehicle and pedestrian counts, Household Travel Survey, IndyGo On Board Survey, accessibility study, and a performance measure dashboard

B. 2025 Rollover, Uses

IMPO staff estimates a year-end unclaimed federal PL balance (or rollover balance) of approximately \$950,000. This amount is encumbered (committed to an open purchase order or operating account), but not yet expensed and reimbursed. This is slightly less than the IMPO's rollover estimates in 2022, 2023, and 2024, all of which ended up being very close to the actual year-end rollover amounts. In every instance, the prior year rollover funds were spent down by

April of the year after the initial agreement, well before the allowed three-year spend down deadline. Since 100% of the IMPO's unclaimed 2025 PL balance has been encumbered, open purchase orders will spend down that balance relatively quickly once again in 2026. Rollover funds will be used for:

100: Community engagement contractor, translations, the IMPO Strategic Plan

200: Vehicle and pedestrian counts, Household Travel Survey, regional employers survey, travel demand model maintenance and updates

C. Increasing Safe & Accessible Transportation Options

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their annual planning funds to carry out one or more activities "to increase safe and accessible options for multiple travel modes for people of all ages and abilities." Up to 2.5% of the total planning allocation may be used as 100% federal funds toward eligible activities. The IMPO anticipates utilizing those funds on two tasks:

500B	Plan for Action on Vision Zero	\$70,192
500C	Mobility Grants	\$25,000
\$95,192		

D. Air Quality Transportation Conformity 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 national ambient air quality standard (NAAQS) or any interim milestones. The United States Environmental Protection Agency's (EPA's) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans (MTPs), transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. (40 CFR Parts 51.390 and 93)

The 9-county Central Indiana ozone area (Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby counties) was designated nonattainment for the 1997 ozone NAAQS – which was revoked in 2015 – and attainment/maintenance for the 2008 ozone NAAQS and the 2015 ozone NAAQS. In 2018, the Environmental Protection Agency (EPA) issued guidance (**Transportation Conformity Guidance for the South Coast II Court Decision**^[1] (EPA-420-B-18-050) that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Conformity requirements for the 1997 NAAQS will sunset in 2027, 20 years after Central Indiana's 2007 redesignation from non-attainment to attainment/maintenance.

Similarly, five counties in Central Indiana were previously designated as nonattainment for fine particulates of 2.5 microns (PM 2.5), but as of July 2013 (as indicated by 78 FR 41698 and 80 FR 2205), Central Indiana has achieved the status of Unclassifiable/Attainment, therefore this area is in compliance for the annual PM 2.5 standard.

In consultation with the Interagency Consultation Group, which includes INDOT, FHWA, FTA, IDEM, EPA, and affected jurisdictions, IMPO staff assumes responsibility for transportation conformity analysis and documentation. To facilitate coordination and consultation of regional transportation conformity analyses, an agreement was signed by the metropolitan planning organizations involved in the designated 9-county ozone area (Indianapolis MPO, the Madison County Council of Governments, and the Columbus Area Metropolitan Planning Organization) and is presented in Appendix D.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for 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)), emissions budget and/or interim emissions (93.118 and/or 93.119), and demonstrating fiscal constraint (93.108). For the 1997 ozone NAAQS areas, transportation conformity for 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. Therefore, the Indianapolis MPO will not show, in future MTP and TIP updates and amendments, any regional emissions analysis as part of the transportation conformity process. Transportation Conformity Determination Reports will be produced as triggered by MTP or TIP amendments or major updates.

The Federal EPA announced the Official Release of the MOVES4 Motor Vehicle Emissions Model for SIPS and Transportation Conformity in the Federal Register on September 12, 2023: 88 FR 62567. This announcement started a two-year transportation conformity grace period that ends on September 12, 2025. While the Indianapolis MPO is not currently reporting regional emissions analysis as part of the transportation conformity process, work is in process to adopt MOVES 4 in order to produce the outputs from MOVES 4 required as inputs for the IMPO ITDM Air Quality Post-Processor. The scheduled completion date to have this process complete and ready for use no later than March 31, 2025.

IV. Program Work Elements

100 Administration / Public Participation

a) Program Administration

The overall management and policy direction for the IMPO's transportation planning program and administrative and staff management tasks associated with the day-to-day functions of the IMPO. This includes IMPO staff time, benefits, overhead, and materials costs,

which will be billed consistent with the IMPO's approved Cost Allocation Plan (Appendix I). The IMPO has signed lease extensions to remain in the City County Building. Program Administration also incorporates legal fees, supplies, policy development, and all office equipment.

Timeline: Ongoing, all year

Consultant: 100% staff-directed, some administrative contracts and purchases

Deliverables: time sheets, procurement docs, receipts, other than operating docs

b) Budgeting & Reporting

Annual, quarterly, and monthly activities to meet state and federal requirements, including activities associated with maintenance of and amendments to the CY 2025-2026 UPWP, all UPWP Reports, and development of the CY 2025-2026 UPWP amendment. This task also includes implementation, maintenance, and expansion of the IMPO's custom invoice portal and financial systems, Oracle NetSuite and PyanGo. IMPO staff will create an annual report that includes progress on the various planning and infrastructure construction activities. This will cover the six planning work elements in the UPWP. Previous Annual Reports may be found on the IMPO's website: www.indympo.org/who-we-are/about-the-mpo.

Timeline: Ongoing, all year

Consultant: Almost 100% staff-produced, except Invoice Portal and on-call financial consultants

Deliverables: 2024 UPWP Annual Report (Q2), Monthly Voucher Reports (ongoing), 2025 UPWP amendments (expected Q1 and Q4), Executive Board Financial Updates (monthly), 2026 UPWP (Q3), 2026 Cost Allocation Plan (Q3), IMPO Invoice Portal-NetSuite Integration (Q4)

c) Board & Panel Management

The Policy Committee will, through its regular and special meetings and annual retreat, serve as the decision-making body of the IMPO. Staff will also conduct one-on-one meetings with individual jurisdictions and other groups to coordinate discussions and solicit direct guidance on regional planning and development-related topics. IMPO staff will work with Technical and Executive Committee members to identify regional training needs and interests, including IMPO 101 and Americans with Disability Act (ADA) trainings. With local elections and retirements, the IMPO has seen significant recent turnover on all leadership boards, so relationship-building and briefings will be a significant focus in 2026 (especially around the launch of an updated Strategic Plan). Staff will work to identify industry leaders and ready-made training opportunities to make available to Technical and Policy members throughout the year. The second recommendation in the IMPO Strategic Plan was to engage regional leaders in the areas of transportation, land use, housing, economic development, and environmental planning under a model of *Convene, Inform, Plan, and Fund*. The IMPO began

a series of plans to consider each of those areas, and their impact on regional transportation. That work will continue with individual board members and standing committees.

Timeline: All Year

Consultant: 100% staff-managed

Deliverables: Bylaws, board agendas, minutes, and packets (continuously posted on IndyMPO.org)

d) Partner Agency Coordination

IMPO staff will coordinate its transportation processes with partners at the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT). IMPO staff will also continue their participation in Indiana MPO Council monthly meetings, committees, and associated coordination activities between state and federal partners. IMPO staff and consultants will begin planning for the Central Indiana-hosted statewide MPO conference.

Timeline: All Year

Consultant: 100% staff-covered

Deliverables: MPO Council + standing committees (monthly), Statewide MPO Conference + IARC Conference, CIRTA Board meetings, weekly IndyGo meetings, CIRDA meetings

e) Professional Development

IMPO staff will take advantage of opportunities for professional development including training, workshops, peer exchange, FHWA, FTA, and INDOT workshops, statewide and national conferences, business process improvement classes, and other training, process improvement, and best practice educational opportunities. Subjects will include safety planning, land use and transportation modeling, data analysis and visualization, transit and active transportation planning, micromobility, land use, housing, project management, financial management, regional economic development, pavement management, GIS, and a number of other related subjects. Some training will build toward professional certifications like the American Institute of Certified Planners, others will focus on skill development or peer assistance and information programs through professional organizations.

Timeline: All year, as training and development becomes available

Consultant: Staff workshops, travel and registration for national, state, and local conferences, registration for virtual workshops and conferences, travel for peer exchanges

Deliverables: Meeting summaries (ongoing)

f) Youth Outreach & Internship Program

The IMPO's long-running internship and assistantship program has benefited both the IMPO and the many university students who have taken part. The IMPO will also continue its high school job shadowing program. Additionally, IMPO staff will expand efforts to promote awareness of planning and regionalism, and create engagement opportunities for high school and junior high school students, particularly within racially, ethnically, and economically diverse communities. Recognizing the various "filters" that can prevent young students from choosing planning-adjacent careers, IMPO staff will also continue to grow the IMPO's relationship with Ball State University, IUPUI-SPEA, Indiana University, and high school-level challenges like Future Cities and the Urban Land Institute's interactive Urban Plan game.

Timeline: All year, likely winter and summer interns

Consultant: IMPO-engaged intern

Deliverables: Statewide MPO Conference, GIS inventories

g) Public Education & Engagement

As part of IMPO efforts to provide a continuing, comprehensive, and cooperative planning process, public engagement tasks will include:

- Public communications via social media, e-newsletter, press releases, interviews, videos, official public notices, and other media
- Public engagement via surveys, comment periods, public hearings, workshops, meetings, virtual public involvement, and other methods
- Hard to reach population identification and engagement, including ongoing assessments of the impact of MTP and TIP projects on traditionally disadvantaged populations
- Regularly reviewing and updating the Public Involvement Plan and the Title VI Policy and Title VI Complaint Form
- Specific projects and resources to educate the public including a driver safety campaign, admission-free keynote speakers, and support for the Knozone air emission communications program

IMPO staff will maintain the demographic segmentation report, revising regional maps showing where various populations live as new data becomes available. Staff will continue to evaluate projects in the Indianapolis Regional Transportation Improvement Program and the Metropolitan Transportation Plan to estimate how they impact various populations.

The IMPO will engage consulting services to help improve the effectiveness of regional convenings, to build graphic design templates, and to train staff in various coordination, convener, and presentation skills. The IMPO will also engage experts in transportation, regionalism, and related fields to present at admission-free events in Central Indiana, and to conduct surveys and focus groups to help inform planning priorities.

Timeline: All year, continuous

Consultant: Heavily IMPO-staff driven, with specialized engagement consultants and licensed software

Deliverables: Surveys, social media posts, TeMPO newsletters, engagement materials related to IMPO plans, website posts, record of feedback, contact management

h) Software & Websites

The IMPO maintains subscription accounts for various programs and software licenses to help in the management and operations of the IMPO. Programs include survey tools, virtual meeting tools, financial support and human resources software, stakeholder database management, mapping and design software, curated model data, and others. The IMPO also maintains a comprehensive website and contracts with a vendor for technical maintenance. IMPO staff will maintain the organization's online presence, updating approved plans and policies, as well as notable news items, posted public meetings, required public noticing and comment periods, and public service announcements. Staff and a consultant will coordinate a major website update in 2026, with improved navigation and search features.

Timeline: All year, some multi-year contracts

Consultant: Software purchases, website maintenance contracts

Deliverables: IndyMPO.org

i) Memberships & Sponsorships

The IMPO will maintain memberships in relevant national industry groups in a manner consistent with 2 CFR 200.403. In the past, these memberships have fostered inter-agency relationships with industry-leading peers, created professional development opportunities for IMPO staff, and offered a platform to share local best practices and policies on a national scale. These relationships have also facilitated more local involvement in federal comment periods on legislation and rule-making. The IMPO will continue to increase public education and awareness by being present at events and activities that promote active and multi-modal transportation choices, thought leadership or best practices in regional transportation planning, and direct public engagement on regionally-significant transportation issues. In 2024, the IMPO executive director was named to the Association of Metropolitan Planning Organization (AMPO's) Policy Board. The IMPO will maintain memberships in AMPO, the Urban Land Institute (ULI), and Transportation for America.

Timeline: Annual membership on renewal dates (various)

Consultant: none

Deliverables: membership materials

j) *Certification Review*

The IMPO's completed Certification Review in 2022. Staff will continue to review and incorporate recommendations and best-practices in preparation for Certification Review in 2026.

Timeline: All year, continuous

Consultant: none

Deliverables: Summary of recommendations and actions

k) *Strategic Planning*

IMPO staff will continue to build upon the 2018 Strategic Plan, which led to becoming a stand-alone organization on June 1, 2020. Beyond implementing the IMPO's new established business practices, the IMPO will continue to grow around the Strategic Plan's model of *Convene, Inform, Plan, and Fund*. Increased convening of regional policy leaders will be a major focus in 2025. IMPO staff will also continue to revise and implement the Data RoadMap, which expands on the IMPO's modeling and analytics capabilities.

Timeline: Launching at the end of 2025, complete Q3 2026

Consultant: Data RoadMAP vendor, Strategic Plan vendor

Deliverables: Amended Data RoadMap (Q3 2024); Strategic Plan RFP (Q4 2024)

l) *Discretionary Grant Applications*

As transportation infrastructure-related state, federal, and other funding opportunities become available, staff and consultants will spend time developing applications (or supporting the development of member applicants) seeking funds for various regional planning, coordination, engagement, training, and infrastructure initiatives. IMPO staff will also ensure that all planning partners are aware of key grant opportunities as they arise.

Timeline: All year, as state and federal grants become available

Consultant: none

Deliverables: Discretionary grant applications

m) *Government Relations*

This activity will be funded entirely with local funds, consistent with 31 USC 1352.

The IMPO and its members are governed by Federal and State law. In Indiana, state-level government – primarily the Indiana General Assembly – has total control over transportation funding, regional governance, interlocal cooperation, and design standard decisions. To help keep track of and participate in the legislation that will govern their day-to-day work, the IMPO Policy board has authorized a 100% locally funded contract for government relations.

The vendor tracks transportation-related bills, reports back to LPAs on their progress, and identifies the most opportune times to provide information, context, and testimony.

Timeline: All year, but mostly around the legislative session Q1 and Q2 2025

Consultant: 100% vendor-driven, 100% locally funded

Deliverables: Periodic legislative reports

r) Human Resources

The IMPO utilizes human resources information software (HRIS) to track employee hours, manage payroll, evaluate performance, and provide resources including an employee manual, benefits information, etc. The IMPO also utilizes an HR consultant for various personnel policy and compliance-related tasks that arise throughout the year. This task also includes staff and consultant time to write, review, and improve HR policies and forms.

Timeline: All year, continuous

Consultant: HRIS software and an HR vendor

Deliverables: Job descriptions, Employee Manual, staff reviews

200 Data Collection & Analysis

a) Data Program Administration

The key function of the Data Section is the support of long-range planning, the TIP program, and other IMPO projects. Under this work element in 2026, IMPO Staff will implement the Data RoadMAP to ensure that the data and analytical needs of all IMPO programs are met in a timely manner and meet federal and state requirements. This element also includes coordination of all data section staff meetings, projects, and personnel needs.

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Time sheets

b) Land Use Data

This work element focuses on informing decisions at the transportation-land use planning nexus, and will include the development, licensing, and acquisition of all IMPO socio-economic data sets and includes maintaining and distributing those data sets for use in IMPO planning activities. Data purchases decisions will be primarily guided by the IMPO's Data RoadMAP (Modeling and Analytics Plan).

Timeline: All year, continuous

Consultant: Data purchases

Deliverables: Data, if license allows sharing

c) *Travel Surveys*

This work element includes the creation, distribution, and analysis of the results of public surveys of the transportation activities and relevant characteristics of people, households, and businesses. These activities include the Household Travel Survey, the Transit On Board Survey, and other travel surveys. In 2026, the IMPO will continue work on the region's first household travel survey in over a decade. Decisions on which travel surveys to pursue will be primarily guided by the IMPO's Data RoadMAP. The IMPO will also partner with IndyGo on an updated On Board Survey, partially funded by a \$40,000 special project award from the MPO Council.

Timeline: Household travel survey RFP Q4

Consultant: 100% vendor-driven, with MPO project manager

Deliverables: Household travel survey procurement and draft scope

d) *Transportation System Performance Data*

This work element includes data collection and analysis activities required to monitor federal and MTP performance measures and support all IMPO transportation system policy initiatives. These measures include traffic counts (both vehicular and bike and pedestrian), travel speeds, trip origins and destinations, and safety data acquisition and processing. A portion of this work will utilize the 100% federal Complete Streets funding identified earlier in the document and in the activities table. Data purchase decisions will be primarily guided by the IMPO's Data RoadMAP.

Timeline: All year, continuous

Consultant: 100% data purchase, staff handling data requests

Deliverables: Count data on IndyMPO.org/maps-resources and available upon request

e) *Transportation Asset Management Data*

This work element includes data collection and analysis activities required to monitor our federal and MTP performance measures and support IMPO transportation system policy initiatives. These activities include pavement and bridge condition inventories, ITS architecture, functional classification of roadways, and pedestrian and bicycle path maintenance. The IMPO completed a major update of its Intelligent Transportation Systems (ITS) inventory in 2024 (began in 2023), which inventoried ITS technology in use in Central Indiana and makes recommendations for future ITS implantation. Data purchase decisions will be primarily guided by the IMPO's Data RoadMAP.

Timeline: All year, continuous

Consultant: Data purchases

Deliverables: [Regional ITS Architecture Update](#)

f) Performance Measures

This work element includes the development of MTP performance measures, the setting of targets for those measures, the selection of funding choices that help meet those targets, and the measurement of progress towards those targets. This includes coordination with INDOT in support of their federal performance measures for roads, bridges, air quality, and safety.

Timeline: Report will be revisited in Q1 and Q4

Consultant: 100% staff-driven

Deliverables: Performance measure report posted on IndyMPO.org

g) Travel System Demand Forecasts

This work element involves developing a community understanding of how different investments, particularly transportation, housing, business, and community investments, might interact with different existing and proposed urban development policies to create different urban living environments in the future. These activities include forecasts of population, employment, exploring different the impact of different land development scenarios, and exploring specific tools that support these activities. IMPO staff will enlist consulting assistance to pursue the development of a strategic model, utilizing VisionEval software. Software purchase and modeling updates purchase decisions will be primarily guided by the IMPO's Data RoadMAP.

Timeline: All year, continuous

Consultant: ~10% staff-driven, with vendors to maintain and expand travel demand model, build sketch model

Deliverables: Model results on request

h) Information Communication

The IMPO will continue to improve its information communication capacity using various approaches to data visualization. The IMPO's principal platform for delivering those visualizations will continue to be ArcGIS Online (AGOL). In 2023 the IMPO launched a AGOL Data Hub to the public that included an open data portal, information dashboards, digital maps, project-based online applications, and a visual online tool called a StoryMap. The IMPO will continue to develop and deploy new visualizations for the public using these tools and will continue to explore new tools as well. Dashboard Data purchase decisions will be primarily guided by the IMPO's Data RoadMAP. IMPO staff will also work with partner agencies to streamline tracking of significant regional land use changes.

Timeline: All year, continuous

Consultant: 90%+ staff-driven, with vendors to help as needed

Deliverables: Dashboards on IndyMPO.org/dashboards-reports

300 Short Range Planning and Management Systems

a) TIP Program Administration

This task includes administrative responsibilities such as section staff meetings, employee reviews, timesheet management and approvals, and other items that fall under the general oversight of the IMPO's programming efforts. This task also includes strategic development and direction, general research on best practices, responding to requests from member communities, planning partner relations, contract management, and other administrative tasks.

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Time sheets

b) TIP Policy & Procedure Development

This task includes monitoring and responding to changing regulations, policies and procedures for the development, maintenance and monitoring of the program. The IMPO Transportation Policy Committee adopted the Federal Funds Exchange LPA Guidance Document in 2022. The IMPO will continue to work with the Technical and Policy Committees, LPAs and consultants to implement the Federal Funds Exchange Program. Internal Federal Funds Exchange Program policies, procedures and resources will be developed and refined as needed as the IMPO implements the program.

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Updates documented on [MiTIP public portal](#)

c) TIP Maintenance & Amendments

The program requires continual monitoring and updating as projects develop and as federal, state and other funding fluctuates. Keeping the program up to date with the best information available is vital to advancing the region's transportation interests in the most efficient and effective way possible and ensuring that the region does not lose funds. Staff will process six amendments as well as administrative modifications as necessary. Staff will also revisit older completed projects to evaluate their performance in another round of Before and After Studies.

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Updates documented on the IMPO website and [MiTIP public portal](#)

d) TIP Development & Approval

Every other year, the IMPO will develop a new Program concurrent with the INDOT's STIP development. The new program will include a minimum of four fiscal years, per FHWA requirements, and may include a fifth year as an illustrative year. The new program will be developed in cooperation with our LPAs and in accordance with FHWA regulations as well as the IMPO's Public Involvement Plan and will be presented to the Transportation Policy Committee for final approval at the regularly scheduled April meeting. After new MTP goals were established in 2024, staff, consultants, and board members will revisit TIP selection criteria. IMPO staff will also update the CMAQ evaluation workbook in cooperation with MTP vendors and board members.

Timeline: All year, continuous

Consultant: About 70% staff-driven, with vendors

Deliverables: Updates TIP project evaluation documentation on [MiTIP public portal](#)

e) Call for Projects

The IMPO will issue an annual call for projects in each federal and or state funding program the IMPO administers when funds are projected to be available. The annual call for projects will result in a prioritized list of projects. The recommended projects will go to the Transportation Policy Committee at a regularly scheduled meeting for approval. If an annual call is postponed due to procedural or financial reasons, the IMPO will clearly make this known to our member LPAs well in advance.

Timeline: Call Q3/4 2024, recommended project list by first quarter of 2025; Call Q3/4 2025, recommended project list by first quarter of 2026

Consultant: 100% staff-driven

Deliverables: Recommended list in [board agendas](#), all projects tracked in [MiTIP public portal](#)

f) Project Cost Estimates & Engineer Review

IMPO staff will continue the engineering consultant contract to evaluate current cost estimating procedures, review submitted project application scope and cost estimates, as well as assist with safety (formerly HSIP) and congestion (formerly CMAQ) review and eligibility determinations. In addition, the consultant will assist the IMPO in other related project development tasks as needed.

Timeline: All year, continuous

Consultant: Staff directed with an engineering vendor contract

Deliverables: Project costs documented in the [MiTIP public portal](#)

g) *MiTIP Maintenance*

IMPO staff, with the assistance of our software consultant, will continue to refine MiTIP and move forward with the implementation of additional features related to the Federal Fund Exchange Program. Staff will also refine MiTIP to reflect other possible changing business processes and policies and will meet regularly with the consultant to discuss an ongoing task list. The IMPO will coordinate MiTIP with other processes or programs proposed and or developed by INDOT. MPO staff will also work with vendors to migrate to the new MiTIP platform, which will bring enhancements for all MiTIP users. MiTIP purchases are included in the IMPO's Data RoadMAP.

Timeline: All year, continuous

Consultant: Staff handles all MiTIP updates, vendor maintains site through ongoing software as a service contract

Deliverables: Transportation Improvement Plan is posted in [MiTIP public portal](#)

h) *Quarterly Tracking*

Staff will continue to administer the Quarterly Tracking Policy adopted in 2014 and revised for the Federal Funds Exchange Program including the review of LPA reports and the hosting of quarterly meetings with pertinent LPAs and planning partners.

Timeline: Quarterly

Consultant: 100% staff-driven

Deliverables: Updates posted in [MiTIP public portal](#)

i) *ADA & Title VI*

The IMPO is continuing to document and track LPA's Americans with Disabilities Act (ADA) Transition Plans as well as Title VI status. Staff will continue to monitor INDOT and Federal procedures related to ADA/Title VI and look at incorporating ADA/Title VI into the project development process. Staff will also work to monitor demographic impacts resulting from the program, especially as new programs and projects are developed. Experts will host ADA trainings for Transportation Technical Committee members.

Timeline: All year, continuous

Consultant: 90%+ staff-driven, with a training vendor

Deliverables: Updates posted on IMPO website and in [MiTIP public portal](#)

j) *Complete Streets Policy Monitoring*

Programming staff will administer the IMPO's Complete Streets Policy on awarded projects and, as necessary, convene the Complete Streets Task Force to review projects and make

recommendations to the Transportation Policy Committee in accordance with IMPO's Complete Streets policy. Staff will review the Policy from time to time and propose revisions as needed. IMPO staff will also work to improve monitoring of the policy's impact on motor vehicular flow, congestion, and on pedestrian and bicycle mobility.

Timeline: Q3 2025

Consultant: 100% staff-driven

Deliverables: Summary of findings

k) Annual TIP reports

The IMPO will use data from the program management software to develop the Annual List of Obligated Projects in a timely and accurate manner. This report is published within ninety days of the end of each State Fiscal Year. Staff will also develop the annual Performance Summary typically due in June and the TAP report, which is typically due in January, as well as other reports as necessary.

Timeline: Completed by mid-July

Consultant: 100% staff-driven

Deliverables: Annual List of Obligated Projects (Q3), Performance Summary (Q1 2025)

400 Long Range Planning and Air Quality

a) Planning Administration

This task includes administrative responsibilities such as section staff meetings, employee reviews, timesheet management and approvals, and other items that fall under general oversight of the IMPO's planning efforts. This task also includes general planning research on best practices, responding to requests from member communities, contract management, and other administrative tasks.

Timeline: All year

Consultant: 100% staff-driven

Deliverables: Time sheets

b) MTP Development & Management

The IMPO's Metropolitan Transportation Plan (MTP) is updated at least every four years, and requires regular maintenance concerning project amendments, transportation conformity issues and determinations, performance measure reporting and target-setting, and other planning efforts including congestion management, applying and updating the preferred Regional Land Use Scenario, application of the Regional Activity Centers, etc. The IMPO will show conformity when amending or updating the MTP and will follow Interagency

Consultation Group guidance. 2026 will also mark the beginning of work on the next major MTP update.

In response to new Urban Area and Metropolitan Planning Area boundaries, IMPO staff and consultants completed a major update to the 2050 MTP in 2024, including the following key items: spending goals, regional performance measures and targets, congestion management process, project cost projection model, scoring criteria, project scoring, and regional revenue projections. The update also incorporated identified [Regional Activity Centers](#) and the preferred Regional Land Use Scenario.

Timeline: Development Completed in 2024, Maintenance ongoing

Consultant: Managed by staff

Deliverables: [Updated 2050 Metropolitan Transportation Plan](#)

c) Scenario Planning & Regional Center Analysis

IMPO staff and consultants will maintain and utilize specialized software to evaluate the impacts of various high-level planning decisions on future regional growth and development patterns. The IMPO will continue to monitor and apply the results of the preferred Regional Land Use Scenario. As new data is made available to the IMPO, the modeling work will be replicated to gauge the effects on the preferred scenario. Board, partner organization, and public input will be gathered on scenarios if/as they are updated.

Timeline: Ongoing all year

Consultant: Managed by staff

Deliverables: Updated growth scenarios, Regional Centers 2050 MTP

d) Freight Planning

IMPO staff will conduct follow-up analyses and implement some recommendations from the 2022 Regional Freight Plan. IMPO staff will continue to work with INDOT, Conexus, the Indiana Port Authority, and local planning agencies on the coordination and development of freight strategies.

Timeline: Periodic convening and coordination throughout the year

Consultant: 100% staff-driven

Deliverables: None

e) Member Planning Assistance

As resources allow, the IMPO will offer staff time or financial assistance to member communities for special studies, data, or grant applications, particularly those that advance regional priorities and interjurisdictional cooperation. Studies may include crash data, traffic counts, or other analyses; financial assistance could contribute toward the creation of thoroughfare plans or other transportation planning, or facilitation of local transportation conversations. Staff time will generally focus on public engagement and appropriate regional coordination.

Timeline: Completed by end of year
Consultant: 100% staff-driven
Deliverables: None anticipated

500 Transit and Active Transportation

a) *Multimodal Program Administration*

This task includes administrative responsibilities and other items that fall under the general oversight of the IMPO's multimodal efforts, such as attendance at partner organization meetings that focus on multimodal issues (local advisory committees, local complete streets implementation efforts, etc.).

Timeline: All year
Consultant: 100% staff-driven
Deliverables: None anticipated

b) *Safety Planning*

The IMPO was awarded \$480,000 in Safe Streets and Roads for All (SS4A) discretionary grant funding from FHWA in September 2024. The IMPO will engage consultants for assistance with an update to the SS4A Safety Action Plan. The IMPO intends to review and update this plan annually, including the list of projects made eligible for annual SS4A Implementation Grant applications. A portion of this work will utilize the 100% federal Complete Streets funding identified earlier in the document and in the activities table. The IMPO will also continue to facilitate meetings of the SS4A Action Plan Steering Committee. Staff and consultants will also continue the IMPO's safe intersection design study, which makes design recommendations to high-crash intersections to improve safety for all right-of-way users. Staff and vendors will clean the next year of Automated Reporting Information Exchange System (ARIES) crash data, and staff will produce the Annual Safety Report in-house.

Timeline: Complete by end of year
Consultant: About 30% in-house, with vendors for SAP update, crash data cleanup, and intersections
Deliverables: [Safety Action Plan update](#), Annual Safety Report, Cleaned Crash Data on [indympo.org](#)

c) *Active Transportation Planning*

The IMPO recognizes the role that active transportation planning can have in reducing traffic congestion and fuel consumption, and improving personal health. In 2026, the IMPO will contract with a vendor to kick off an update to the regional Active Transportation Plan. This plan will examine the relationships between bicycling, walking, and transit activities since the previous plan was completed in 2023. Staff will also spend time supporting the City of Indianapolis, Indy Chamber, and INDOT as part of the recently-awarded Reconnecting

Communities project team, which aims to improve connections between downtown and first-ring neighborhoods across legacy highways, as well as CICF and the City of Indianapolis as a steering committee member on Connected Communities, which has made significant progress on expanding the City's trails network. This task also includes mobility grants that could fund bike repair, safety equipment, and trainings for regional active transportation organizations.

Timeline: Complete by end of year

Consultant: Staff-managed, about 90% completed by vendors

Deliverables: [Active Transportation Plan](#)

d) Transit Planning

The IMPO supports the development of a strong, reliable, regional transit system to connect people to jobs, healthcare, and education in Central Indiana. Staff will continue to educate and inform Central Indiana residents on the benefits of an expanded transit system, and conduct studies as appropriate to plan for new or expanded transit systems in member communities. Other projects may include general support for IndyGo, tracking implementation of the region's Human Services Coordinated Plan (which is required for Section 5310 funding applicants) and any pilot programs (i.e. the southeast side micromobility pilot and the Midtown Getaround), coordinating with transit planning efforts in other suburban communities, and financial modeling as necessary.

Timeline: All year, continuous

Consultant: 100% staff-managed

Deliverables: Central Indiana Transit Plan, IndyGo On Board Survey & Dashboard, IndyGo COA

e) Transport & Land Use

The IMPO will occasionally work on projects that focus on the intersection of regionally-significant transportation and land use issues, including transit oriented development and corridor studies. In 2023, IMPO staff worked with a consultant and complete the first regional trail-oriented development plan. The established trail-oriented development plan serves as a good template, and the timing is right with significant suburban trail investment and the recently-announced City of Indianapolis and Lilly Foundation trail construction investments as part of the Connected Communities program. Staff will also work with IndyGo and the City of Indianapolis to review the impacts of regionally significant land-use decisions along bus rapid transit routes. Staff and vendors will complete the Maxamizing the Value of Land Study, showing the revenue implications of various land use types across the region. The IMPO will also partner with MIBOR on an update to the community preference survey, and to evaluate regionally-applicable, pre-approved building plans for missing middle housing. The IMPO will also work closely with IndyGo on the Red Line after study, the first of the after studies on the rapid transit lines.

Timeline: Complete by end of year

Consultant: Staff-managed with vendors conducting most work

Deliverables: [Central Indiana Trail Oriented Development Plan](#)

f) Electric Vehicles

IMPO staff will work with local planning agencies to improve mapping of existing electric vehicle charging infrastructure across the region. Staff will also track electric vehicle-related policy implementation among regional and peer-region agencies.

Timeline: Q1-Q2

Consultant: 100% in-house

Deliverables: Updated mapping of charging locations, research on policy implementation

600 Other Planning Initiatives

a) IndyGo Analysis & Studies

Experienced IMPO planning staff will work with IndyGo to review and provide context on past comprehensive operations analyses (COAs). IMPO staff will assist IndyGo and its consultants with revising the transit funding model, and consider significant recent disruptions to regional travel patterns with updated data and modeling. IndyGo, DMD, and the IMPO will continue to coordinate on planning efforts around all bus rapid transit lines. IndyGo was awarded a TOD Planning grant for their work around the Eastside Mobility Hub in 2026.

Timeline: All year, continuous

Consultant: IndyGo staff directed, with significant vendor assistance

Deliverables: Various, through IndyGo

b) IndyGo Outreach

IMPO staff will work closely with IndyGo to plan and execute inclusive, large-scale public engagement efforts around the Purple Line Baseline Study and the 2023 Comprehensive Operational Analysis. Tactics may include resident surveys, virtual meetings, topical steering committees, community leader listening sessions, a social media awareness campaign, and possibly in-person meetings.

Timeline: Continuous, all year

Consultant: IndyGo staff directed, with significant vendor assistance

Deliverables: Various, through IndyGo

c) *Transit Asset Management Plan*

A IndyGo will continue to systematically document ADA accessibility at all transit stops. This activity is built into IndyGo's annual budget and will continue for several more years, rolling through the agency's hundreds of stop locations.

Timeline: All year, continuous

Consultant: IndyGo staff directed, with significant vendor assistance

Deliverables: Updates to the [IndyGo Transit Asset Management Plan](#)

d) *CIRTA Planning & Engagement*

The Central Indiana Regional Transportation Authority (CIRTA) has been focusing on regional technology, reservation, and dispatch improvement initiatives, with the purpose of assessing regional technology needs for integrated reservations, trip planning, and dispatch. IMPO staff continues to assist as appropriate, generally by convening relevant partners and making connections.

Timeline: All year, continuous

Consultant: CIRTA staff-directed, with potential vendors assistance

Deliverables: None

e) *CIRTA Mobility Management*

CIRTA will continue to regularly convene mobility managers and service providers from urban and rural transit providers across Central Indiana. IMPO staff will continue to attend regional mobility meetings and work closely with CIRTA's mobility manager as appropriate.

Timeline: All year, continuous

Consultant: CIRTA staff-directed

Deliverables: None

f) *Other CIRTA Studies*

The Central Indiana Regional Transportation Authority will occasionally list other federal funds in the UPWP, depending on grant availability and their planning activities. Currently, nothing is listed for 2026.

Timeline: All year, continuous

Consultant: CIRTA staff-directed

Deliverables: None

g) Local Thoroughfare Plans

No local thoroughfare plans are planned for 2026, but IMPO staff will be prepared to assist with local plans as questions arise. Activities often include data sharing, coordination, mapping services, and potentially attending meetings.

Timeline: All year, continuous

Consultant: Initiated by local planning agencies, MPO staff assistance as necessary

Deliverables: Intra-agency communications

h) Local Planning Studies

The IMPO will held a call for local planning projects in July 2025, and selected several local projects for PL funding. IMPO staff may or may not be directly involved in project specifics, but are always involved in high level project management, oversight, and administration.

Timeline: Completion by end of 2026

Consultant: Staff managed, nearly 100% of work completed by vendors

Deliverables: Multiple, posted on IndyMPO.org

i) Partner Strategic Planning

The Indianapolis Metropolitan Planning Organization often serves as a resource for the strategic planning of close partner agencies, primarily IndyGo, CIRTA, local agencies, and INDOT. IMPO staff will be prepared to contribute as opportunities arise.

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: None

j) Regional Economic Development (ED) Support

Consistent with MPO statute 23 CFR 450.306, the IMPO will assist with regional economic development initiatives to maintain a continuous, cooperative, and comprehensive regional planning process. In 2025, this will include some support for the Central Indiana Regional Development Authority, implementation support for the Comprehensive Economic Development Strategy (CEDS), facilitation of Indiana Economic Development Corporation (IEDC), two READI grants, and some support in consideration of a Central Indiana Economic Development District.

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Various grant applications, CEDS progress reports, meeting agendas

k) *Regional Land Use (LU) & Housing Support*

Consistent with MPO statute 23 CFR 450.306, the IMPO will assist with regional land use and housing initiatives to maintain a continuous, cooperative, and comprehensive regional planning process. Staff will consider the new housing sections of the Infrastructure Investment and Jobs Act. The 2024 housing study and reviewed regional housing pricing, availability by type, how that compares to what the population wants and can afford, and proposes policy solutions to these issues. This study integrates previous work done by the IMPO and external organizations, and provides a cohesive picture of the importance of diverse housing options in supporting Central Indiana's continued growth and vibrancy. Partners will include all local planning agencies, MIBOR Realtor Association, the Builder's Association of Greater Indianapolis (BAGI), the Urban Land Institute (ULI), and several other regional housing providers, funders, and analysis agencies.

Timeline: Complete, outreach ongoing

Consultant: Staff managed

Deliverables: [Central Indiana Regional Housing Study](#)

l) *Regional Environmental Planning Support*

Consistent with MPO statute 23 CFR 450.306, the IMPO will assist with regional environmental and resiliency planning initiatives to maintain a continuous, cooperative, and comprehensive regional planning process. Staff will continue to monitor regional watershed governance conversations, and continue to meet with established regional and state water supply and water quality management groups, and attend regional water meetings. In partnership with regional leaders in water, housing, transportation, land use, and economic development, the IMPO Regional Resiliency Snapshot identified vulnerabilities and actions to strengthen the region's resiliency in response to anticipated shocks and stressors. The plan was completed in 2024.

Timeline: Ongoing coordination

Consultant: Staff managed

Deliverables: [Central Indiana Regional Resiliency Snapshot](#)

***Note: Tasks in elements 700, 800, and 900 will be funded by non-transportation sources and will not be included on the IMPO's INDOT purchase order.**

Appendix A: Activities Summary Table

2025-2026 Indianapolis MPO Unified Planning Work Program (Year 1)													Des # 2400018	UE# DYDdnsJ6R3VU7	
Last Updated:	Tuesday, January 28, 2025			Overhead	Contract	Total	Federal	Local	Federal	Local	Federal	Local	Other Grant	Local	
ELEMENT	TASK	DESCRIPTION		2025 PL+5303	2025 PL+5303 Local*	2.5% Safety (100% federal)	2024 PL+5303	2024 PL+5303 Local	2026 PL+5303	2026 PL+5303 Local	Other (Non-PL/STBG) Grants	Other Local Funds			
100: Planning Administration	A	Program Administration	\$1,081,282	\$ -	\$ 1,081,282	\$ 865,025	\$ 216,256	\$ 0	\$ 0	\$ 865,025	\$ 216,256	\$ 0	\$ 0		
	B	Budget, Finance, & Reporting	\$195,000	\$ -	\$ 195,000	\$ 156,000	\$ 39,000	\$ 0	\$ 0	\$ 156,000	\$ 39,000	\$ 0	\$ 0		
	C	Board & Panel Management	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		
	D	Partner Agency Coordination	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		
	E	Professional Development	\$69,000	\$ -	\$ 69,000	\$ 55,200	\$ 13,600	\$ 0	\$ 0	\$ 55,200	\$ 13,800	\$ 0	\$ 0		
	F	Internship & Assistantship	\$20,000	\$ -	\$ 20,000	\$ 16,000	\$ 4,000	\$ 0	\$ 0	\$ 16,000	\$ 4,000	\$ 0	\$ 0		
	G	Public Education & Engagement	\$5,000	\$ 157,000	\$ 162,000	\$ 109,600	\$ 27,400	\$ 0	\$ 20,000	\$ 5,000	\$ 109,600	\$ 27,400	\$ 0	\$ 0	
	H	Software & Websites	\$250,000	\$ 60,000	\$ 310,000	\$ 248,000	\$ 62,000	\$ 0	\$ 0	\$ 248,000	\$ 62,000	\$ 0	\$ 0		
	I	Memberships & Sponsorships	\$20,338	\$ -	\$ 20,338	\$ 16,270	\$ 4,068	\$ 0	\$ 0	\$ 16,270	\$ 4,068	\$ 0	\$ 5,000		
	J	Certification Review	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		
	K	Strategic Planning	\$0	\$ 220,605	\$ 220,605	\$ 8,000	\$ 2,000	\$ 0	\$ 168,484	\$ 42,121	\$ 8,000	\$ 2,000	\$ 0		
	L	Discretionary Grant Apps	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		
	M	Government Relations	\$60,000	\$ -	\$ 60,000	\$ 48,000	\$ 12,000	\$ 0	\$ 0	\$ 48,000	\$ 12,000	\$ 0	\$ 60,000		
	R	Human Resources	\$30,000	\$ 20,000	\$ 50,000	\$ 24,000	\$ 6,000	\$ 0	\$ 16,000	\$ 4,000	\$ 24,000	\$ 6,000	\$ 0	\$ 0	
Element 100 Subtotal			\$1,730,619	\$ 457,605	\$ 2,188,224	\$ 1,546,095	\$ 386,524	\$ -	\$ 204,484	\$ 51,121	\$ 1,546,095	\$ 386,524	\$ -	\$ 65,000	
200: Data and GIS	A	Data Program Administration	\$344,038	\$ 30,000	\$ 374,038	\$ 299,230	\$ 74,808	\$ 0	\$ 299,230	\$ 74,808	\$ 0	\$ 0	\$ 0	\$ 0	
	B	Land Use Data & Modeling	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	C	Public Travel Surveys	\$0	\$ 597,830	\$ 597,830	\$ 38,603	\$ 9,651	\$ 0	\$ 439,661	\$ 99,915	\$ 38,603	\$ 9,651	\$ 0	\$ 0	
	D	Transportation System Data	\$0	\$ 372,790	\$ 372,790	\$ 18,232	\$ 4,558	\$ 0	\$ 200,000	\$ 50,000	\$ 18,232	\$ 4,558	\$ 0	\$ 20,000	
	E	Transport Asset Mgmt Data	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	F	Performance Targets/Progress	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	G	Travel System Demand Forecast	\$0	\$ 170,000	\$ 170,000	\$ 32,000	\$ 8,000	\$ 0	\$ 104,000	\$ 26,000	\$ 32,000	\$ 8,000	\$ 0	\$ 0	
	H	Information Communications	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
Element 200 Subtotal			\$344,038	\$ 1,170,620	\$ 1,514,658	\$ 388,065	\$ 97,016	\$ -	\$ 743,661	\$ 175,915	\$ 388,065	\$ 97,016	\$ 80,000	\$ 20,000	
300: Programming	A	Programming Administration	\$257,763	\$ -	\$ 257,763	\$ 206,210	\$ 51,553	\$ 0	\$ 0	\$ 206,210	\$ 51,553	\$ 0	\$ 0	\$ 0	
	B	Policy and Procedure Dev	\$0	\$ 20,000	\$ 20,000	\$ 16,000	\$ 4,000	\$ 0	\$ 0	\$ 16,000	\$ 4,000	\$ 0	\$ 0	\$ 0	
	C	Maintenance and Amends	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	D	Development and Approval	\$0	\$ 225,000	\$ 225,000	\$ 24,713	\$ 6,178	\$ 0	\$ 155,287	\$ 38,821	\$ 24,713	\$ 6,178	\$ 0	\$ 0	
	E	Call for Projects	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	F	Project Cost/ Engineer Review	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	G	MTI IP Maintenance	\$0	\$ 102,632	\$ 102,632	\$ 82,106	\$ 20,526	\$ 0	\$ 82,106	\$ 20,526	\$ 0	\$ 0	\$ 0	\$ 0	
	H	Tracking	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	I	ADA, Title VI, EJ Activities	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	J	Complete Streets	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	K	Annual TIP Reports	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
Element 300 Subtotal			\$257,763	\$ 347,632	\$ 605,395	\$ 329,029	\$ 82,257	\$ -	\$ 155,287	\$ 38,822	\$ 329,029	\$ 82,257	\$ -	\$ -	
400: MTP, Conformity, & Freight	A	Planning Administration	\$400,128	\$ -	\$ 400,128	\$ 320,103	\$ 80,026	\$ 0	\$ 320,103	\$ 80,026	\$ 0	\$ 0	\$ 0	\$ 0	
	B	MTP Development & Management	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	C	Scenario Planning	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	D	Freight Planning	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	E	Member Planning Assistance	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
Element 400 Subtotal			\$400,128	\$ -	\$ 400,128	\$ 320,103	\$ 80,026	\$ -	\$ -	\$ 320,103	\$ 80,026	\$ -	\$ -	\$ -	
500: Multi-Modal	A	Multimodal Program Admin	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	B	**Safety Planning	\$0	\$ 570,786	\$ 570,786	\$ 70,786	\$ 10,000	\$ 0	\$ 70,786	\$ 10,000	\$ 0	\$ 400,000	\$ 100,000	\$ 0	
	C	Active Transport Planning	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	D	Transit Planning	\$0	\$ 55,000	\$ 55,000	\$ 16,000	\$ 4,000	\$ 0	\$ 28,000	\$ 7,000	\$ 16,000	\$ 4,000	\$ 0	\$ 0	
	E	Transport & Land Use	\$0	\$ 150,000	\$ 150,000	\$ 30,000	\$ 8,000	\$ 0	\$ 120,000	\$ 30,000	\$ 30,000	\$ 8,000	\$ 0	\$ 0	
	F	**Electric Vehicles	\$0	\$ 15,967,715	\$ 15,967,715	\$ 70,786	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 12,690,059	\$ 3,750,000	\$ 0	
Element 500 Subtotal			\$0	\$ 16,743,501	\$ 16,743,501	\$ 136,000	\$ 34,000	\$ 70,786	\$ 28,000	\$ 7,000	\$ 206,766	\$ 34,000	\$ 13,090,059	\$ 3,850,000	\$ -
600: Other Planning Initiatives & Studies	A	IndyGo Analysis & Studies	\$0	\$ 300,000	\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 0	\$ 0	
	B	IndyGo Outreach</td													

2025 Planning Emphasis Areas (PEAs)

- FHWA/FTA Institutionalizing Equity, Accessibility, and Safety
- FHWA/FTA Maximizing Coordination
- FHWA/FTA Urbanized Area and Metropolitan Planning Area Boundaries

	2025 & 2026 Revenues	Federal	Local	Total
INDOT PO	2025 Combined Planning Grant (FHWA Planning Funds + FTA 5303)	\$2,831,427	\$707,857	\$3,539,284
	2026 Combined Planning Grant Estimate (FHWA Planning Funds + FTA 5303)	\$2,831,427	\$707,857	\$3,539,284
	Rollover 2024 Combined Planning Grant (FHWA 5305 Planning Funds + FTA 5303)	\$1,139,432	\$284,858	\$1,424,290
		\$6,802,286	\$1,700,571	\$8,502,857
Other Revenues	MPO Policy Board Government Relations	\$0	\$60,000	\$60,000
	Statewide MPO Council Planning Call Match	\$0	\$0	\$0
	Memberships Match	\$0	\$5,000	\$5,000
	Safe Streets for All Grant	\$480,000	\$120,000	\$600,000
	Knozone (80% CMAQ, 20% Indianapolis DPW match)	\$0	\$0	\$0
	Non-MPO: IndyGo / CIRTA	\$0	\$0	\$0
	IndyGo Eastside Mobility Hub TOD Project	\$300,000	\$0	\$300,000
	EPA Climate Pollution Reduction Grant	\$75,000	\$0	\$75,000
	FHWA Charging & Fueling Infrastructure (CFI) Program	\$12,690,059	\$3,277,656	\$15,967,715
	IEDC READI Award (70-40 Mt. Comfort)	\$316,000	\$0	\$316,000
	IEDC READI Awards (180 Alliance)	\$6,161,964	\$0	\$6,161,964
		\$20,023,023	\$3,462,656	\$23,485,679
		\$26,825,309	\$5,163,227	\$31,988,537

Increasing Safe & Accessible Transportation Options

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities "to increase safe and accessible options for multiple travel modes for people of all ages and abilities." Up to

	Federal
500B Plan to Achieve Vision Zero	\$70,786

Modifications & Amendments

2/5/2025	Added CFI revenue, updated several elements
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2025-2026 Indianapolis MPO Unified Planning Work Program (Year 2)													Des # 2400018	UE# DYSN6R3VU7	
Last Updated:	Wednesday, July 16, 2025														
ELEMENT	TASK	DESCRIPTION	Overhead	Contract	Total	Federal	Local	Federal	Federal	Local	Other Grant	Local			
100: Planning Administration	100A A	Program Administration	\$1,127,829	\$ -	\$ 1,127,829	\$ 902,263	\$ 225,566	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	100B B	Budget, Finance, & Reporting	\$195,000	\$ -	\$ 195,000	\$ 156,000	\$ 39,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	100C C	Board & Panel Management	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
	100D D	Partner Agency Coordination	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
	100E E	Professional Development	\$89,000	\$ -	\$ 89,000	\$71,200	\$17,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	100F F	Internship & Assistantship	\$20,000	\$ 2,000	\$ 22,000	\$17,600	\$4,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	100G G	Public Education & Engagement	\$5,000	\$ 185,500	\$ 190,500	\$58,400	\$15,800	\$ 0	\$ 94,000	\$ 23,500	\$ 0	\$ 0			
	100H H	Software & Websites	\$225,000	\$ 60,000	\$ 285,000	\$228,000	\$57,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	100I I	Memberships & Sponsorships	\$29,000	\$ -	\$ 29,000	\$23,200	\$800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,000			
	100J J	Certification Review	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	100K K	Strategic Planning	\$0	\$ 250,000	\$ 250,000	\$0	\$0	\$ 0	\$ 200,000	\$ 50,000	\$ 0	\$ 0			
	100L L	Discretionary Grant Apps	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	100M M	Government Relations	\$60,000	\$ -	\$ 60,000	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60,000			
	100R R	Human Resources	\$50,000	\$ -	\$ 50,000	\$40,000	\$10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
Element 100 Subtotal			\$1,800,829	\$ 497,500	\$ 2,298,329	\$ 1,496,663	\$ 370,366	\$ -	\$ 294,000	\$ 73,500	\$ -	\$ 65,000			
200: Data and GS	200A A	Data Program Administration	\$404,894	\$ -	\$ 404,894	\$323,915	\$80,979	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	200B B	Land Use Data & Modeling	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	200C C	Public Travel Surveys	\$0	\$ 622,000	\$ 622,000	\$313,200	\$900	\$ 0	\$ 184,400	\$ 46,100	\$ 0	\$ 77,400			
	200D D	Transportation System Data	\$0	\$ 372,790	\$ 372,790	\$100,632	\$25,158	\$ 0	\$ 117,600	\$ 29,400	\$ 80,000	\$ 20,000			
	200E E	Transport Asset Mgmt Data	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	200F F	Performance Targets, Progress	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	200G G	Travel System Demand Forecast	\$0	\$ 442,500	\$ 442,500	\$0	\$0	\$ 0	\$ 354,000	\$ 88,500	\$ 0	\$ 0			
	200H H	Information Communications	\$0	\$ 54,306	\$ 54,306	\$43,445	\$10,861	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
Element 200 Subtotal			\$404,894	\$ 1,491,596	\$ 1,896,490	\$ 781,192	\$ 117,888	\$ -	\$ 656,000	\$ 164,000	\$ 80,000	\$ 97,400			
300: Programming	300A A	Programming Administration	\$193,794	\$ -	\$ 193,794	\$155,035	\$38,759	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300B B	Policy and Procedure Dev	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300C C	Maintenance and Amends	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300D D	Development and Approval	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300E E	Call for Projects	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300F F	Project Cost/Engineer Review	\$0	\$ 35,000	\$ 35,000	\$28,000	\$7,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300G G	MTIP Maintenance	\$0	\$ 105,711	\$ 105,711	\$84,569	\$21,142	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300H H	Tracking	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300I I	ADA, Title VI	\$0	\$ 5,000	\$ 5,000	\$4,000	\$1,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300J J	Complete Streets	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	300K K	Annual TIP Reports	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
Element 300 Subtotal			\$193,794	\$ 145,711	\$ 339,505	\$ 271,604	\$ 67,901	\$ -	\$ 656,000	\$ 164,000	\$ 80,000	\$ 97,400			
400: MTP, Conformity, & Freight	400A A	Planning Administration	\$381,695	\$ -	\$ 381,695	\$305,356	\$76,339	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	400B B	MTP Development & Management	\$0	\$ 50,000	\$ 50,000	\$40,000	\$10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	400C C	Scenario Planning	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	400D D	Freight Planning	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	400E E	Member Planning Assistance	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
Element 400 Subtotal			\$381,695	\$ 50,000	\$ 431,695	\$ 345,356	\$ 86,339	\$ -	\$ 656,000	\$ 164,000	\$ 80,000	\$ 97,400			
500: Multi-Modal	500A A	Multimodal Program Admin	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	500B B	Safety Planning	\$0	\$ 595,192	\$ 595,192	\$0	\$0	\$ 0	\$ 70,192	\$ 0	\$ 400,000	\$ 100,000			
	500C C	Active Transport Planning	\$0	\$ 156,010	\$ 156,010	\$104,808	\$26,202	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0			
	500D D	Transit Planning	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	500E E	Transport & Land Use	\$0	\$ 340,000	\$ 340,000	\$272,000	\$28,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 40,000			
	500F F	**Electric Vehicles	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
Element 500 Subtotal			\$0	\$ 1,091,202	\$ 1,091,202	\$ 376,808	\$ 54,202	\$ 95,192	\$ -	\$ 0	\$ 400,000	\$ 140,000			
600: Other Planning Initiatives & Studies	600A A	*IndyGo Analysis & Studies	\$0	\$ 375,000	\$ 375,000	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 75,000			
	600B B	IndyGo Outreach	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600C C	Transit Asset Management Plan	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600D D	CIRTA Planning & Engagement	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600E E	CIRTA Mobility Management	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600F F	Other CIRTA Studies	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600G G	Local Thoroughfare Plans	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600H H	Local Planning Studies	\$0	\$ 500,000	\$ 500,000	\$400,000	\$100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100,000			
	600I I	Partner Strategic Planning	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600J J	Reg ED Planning Support	\$0	\$ -	\$ -	\$0	\$0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600K K	Reg LU & Housing Support	\$25,550	\$ -	\$ 25,550	\$20,440	\$5,110	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0			
	600L L	Reg Env Planning Support	\$25,550	\$ -											

2026 Revenues			
	Federal	Local	Total
2026 Combined Planning Grant Estimate (FHWA Planning Funds + FTA 5303	\$3,807,695	\$803,126	\$4,610,821
Set-Aside: 2.5% IIJA Safety	\$95,192	\$0	\$95,192
Rollover 2025 Combined Planning Grant into 2026	\$950,000	\$237,500	\$1,187,500
	\$4,852,887	\$1,040,626	\$5,893,513
<hr/>			
2026 MPO Policy Board Government Relations	\$0	\$60,000	\$60,000
Memberships Match	\$0	\$5,000	\$5,000
Local Planning Project Match	\$0	\$100,000	\$100,000
Safe Streets for All Grant	\$480,000	\$120,000 ¹	\$600,000
IndyGo Eastside Mobility Hub TOD Project	\$300,000	\$75,000	\$375,000
IndyGo Red Line After Study	\$0	\$40,000	\$40,000
IndyGo On Board Survey	\$0	\$77,400	\$77,400
EPA Climate Pollution Reduction Grant	\$20,000	\$0	\$20,000
	\$800,000	\$477,400	\$1,277,400
	\$5,652,887	\$1,518,026	\$7,170,913

Increasing Safe & Accessible Transportation Options

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities "to increase safe and accessible options for multiple travel modes for people of all ages and abilities." Up to 2.5% may be used as 100% federal.

	Federal
500B Plan to Achieve Vision Zero	\$70,192
500C Active Transportation Planning	\$25,000

Modifications & Amendments

Appendix B: IMPO Redesignation Letter (October 23, 2018)



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (866)-849-1368
FAX: (317)-849-1368

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 23, 2018

The Honorable Mark Myers
Mayor, City Greenwood
Chair, Indianapolis Regional Transportation Council
300 S. Madison Ave
Greenwood, Indiana 46142

Subject: Re – designation of the Indianapolis Metropolitan Planning Organization

Dear Mayor Myers:

I understand that over the last eighteen months the Indianapolis Regional Transportation Council (IRTC), the governing body of the Indianapolis Metropolitan Planning Organization has completed a thorough review of their operations, regional competitiveness and future growth strategies of the organization resulting in the adoption of the Indianapolis Metropolitan Planning Organization Strategic Plan. As a result of this vote, I understand, the Policy committee of the IRTC requests re-designation of the Indianapolis Metropolitan Planning Organization.

Per your letter of August 28, 2018, I designate the Indianapolis Metropolitan Planning Organization as an independent organization as of June 1, 2020. This signifies that the Indianapolis Metropolitan Planning Organization would no longer be considered hosted by the City of Indianapolis Department of Metropolitan Development. Further, I understand from your letter that the IRTC Policy Committee, composed of elected and appointed officials from 36 local public agencies within the Indianapolis region, approved the re-designation on August 22, 2018 per Resolution 18-IMPO-014.

On behalf of the Governor, Eric Holcomb, per authorization granted in CFR 23 CFR 450.310, and in accordance with the request stated in your August 28, 2018 letter, I hereby approve the re-designation of the Indianapolis Metropolitan Planning Organization (IMPO) as an independent organization as of June 1, 2020, as the MPO for the Indianapolis Region of Central Indiana.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe McGuinness'.

Joe McGuinness
Commissioner

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The logo for NextLevel Indiana, featuring the words 'NextLevel' above 'INDIANA' with a stylized 'N' icon.

Appendix C: IMPO Transportation Policy Committee

Jurisdiction	Policy Committee	Technical Committee
Arcadia, Town of	(declined to participate)	
Atlanta, Town of	(declined to participate)	
Avon, Town of	Director of Public Works	Director of Public Works
Bargersville, Town of	Town Council Member	Director of Development
Beech Grove, City of	Mayor	Mayor
Bethany, Town of	(declined to participate)	
Boone County	County Commissioner	Highway Operations Manager
Brooklyn, Town of	Clerk-Treasurer	Clerk-Treasurer
Brownsburg, Town of	Town Council President	Assistant Town Manager
Carmel, City of	Mayor	City Engineer
Central Indiana Regional Transportation Authority	Mobility Manager	Commuter Connect Manager
Cicero, Town of	Planning Director	Planning Director
Cumberland, Town of	Town Manager	Assistant Town Manager/ Planning Director
Danville, Town of	Town Manager	Interim Fire Chief
Edinburgh, Town of	(declined to participate)	
Federal Highway Administration	Air Quality / Environmental Specialist	
Federal Transit Administration	Community Planner	
Fishers, City of	Mayor	Director of Engineering
Franklin, City of	Mayor	City Engineer
Greenfield, City of	Mayor	City Engineer
Greenwood, City of	Mayor	City Engineer
Hamilton County	County Commissioner	County Highway Director
Hancock County	Highway Director	Highway Director
Hendricks County	County Council	County Engineer
Indiana Department of Environmental Management (Advisory)	Senior Environmental Manager	Senior Environmental Manager

Indiana Department of Transportation	District Deputy Commissioner	Capital Funds Manager
Indianapolis, City of	Public Works Director	Public Works Chief Engineer
Indianapolis Airport Authority	Director, Planning & Project Development	Director, Planning & Project Development
Indianapolis Public Transportation Corporation/IndyGo	President and CEO	Director of Service Planning
Johnson County	Highway Director	Highway Department Director
Lawrence, City of	Mayor	Director of Engineering
Indianapolis Metropolitan Development Commission (Advisory)	No representative	Commissioner
McCordsville, Town of	Town Manager	Planning and Building Director
Mooresville, Town of	Town Council Member	Street Superintendent
Morgan County	Commissioner	County Engineer
New Palestine, Town of	<i>Vacant</i>	Town Street Commissioner
New Whiteland, Town of	(declined to participate)	
Noblesville, City of	Mayor	City Engineer
Pittsboro ,Town of	Town Manager	Building Commissioner
Plainfield, Town of	Town Manager	Director of Transportation
Ports of Indiana	Senior Vice President	Senior Vice President
Shelby County	Planning Director	Planning Director
Southport, City of	Mayor	Clerk-Treasurer
Speedway, Town of	Town Manager	Street Commissioner
Spring Lake, Town of	(declined to participate)	
Westfield, City of	Mayor	Director of Public Works
Whiteland, Town of	Town Manager	Community Development & Engagement Director
Whitestown, Town of	Dir. of Development Services	Public Works Director
Zionsville, Town of	Mayor	Street Superintendent

Appendix D: Indianapolis IMPO-CAMPO-MCCOG Memorandum of Understanding

Planning Boundary, Funding, and Planning Cooperation Memorandum of Understanding (MOU) between the Columbus Area Metropolitan Planning Organization (CAMPO), the Indianapolis Metropolitan Planning Organization (the IMPO), and the Madison County Council of Governments (MCCOG or its successor)

In furtherance with the spirit of mutually beneficial efforts supporting the federal “3C” planning process (cooperative, continuing, comprehensive) and a planning effort transcending sub-regional boundaries, this agreement will replace the March 2015 Agreement to ensure coordination between the three Central Indiana Metropolitan Planning Organizations (MPOs). These three MPOs - CAMPO, the IMPO, and MCCOG (or its successor) - have agreed that their planning activities be coordinated and carried out cooperatively. As part of this agreement, each MPO agrees to strive in its planning work to reflect consistency with best practices and broader Central Indiana goals for accessibility, air quality (including greenhouse gas emissions, or GHGs), equity, land use, safety, and multi-modal transportation. Areas of coordination, cooperation, and consultation between CAMPO, the IMPO, and MCCOG are enumerated below.

General

1. Each MPO will cooperate toward achieving general consistency of plans and air quality issues as they relate to projects with regional impact on Central Indiana.
2. Each MPO will cooperate, if they desire, in public participation efforts on regionally significant plans and projects in Central Indiana.
3. Each MPO will participate, if they desire, as ex-officio, non-voting members on each other's boards and committees, and in the transportation planning process, including involvement in regional corridor, subarea, major investment studies, management system development, and other studies and plans of significance to Central Indiana.
4. The MPOs agree to coordinate as necessary and update each agency on planning efforts and practices, planning products, and potential areas of cooperation to promote efforts that benefit the greater regional community and each MPO.

Planning Areas – the IMPO and MCCOG

1. The U.S. Department of Commerce, Bureau of the Census (Census Bureau) defines the boundaries of urban areas after each decennial census. These urban area boundaries are then used by the U.S. Department of Transportation to update federal transportation programming boundaries. The Federal Transit Administration (FTA) uses the official Urban Area boundary defined by the Census Bureau (UA-Census) without modifying its programming boundaries. The Federal Highway Administration (FHWA) allows for adjustments to the UA-Census for use in FHWA's urban transportation programs (UA-FHWA).
2. Certain land areas in Hancock and Madison Counties were defined as part of the Anderson Urban Area (then called the Urbanized Area) prior to 2010. Those same land areas were determined by the Census Bureau to be a part of the Indianapolis Urban Area after the

decennial Censuses of 2010 and 2020.

3. MCCOG has supported the transportation planning of the two jurisdictions responsible for those land areas, the towns of Fortville and Ingalls, since at least 2000. In 2011 and again in 2023, the councils of those jurisdictions voted to continue their relationship with MCCOG.
4. FHWA regulations allow for adjustments in the UA-Census to facilitate FHWA program execution. In response to the changes in the UA-Census in 2010, the IMPO and MCCOG agreed to adjust their UA boundaries for FHWA purposes to include those areas noted above in the adjusted UA-FHWA area for MCCOG. These adjustments were reflected in the 2010 UA-FHWA boundaries for both the IMPO and MCCOG, approved by the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) on 1/25/2013.
5. This MOU documents the agreement of both the IMPO and MCCOG to recommend that similar adjustments to the 2020 UA-Census to be reflected in the 2020 UA-FHWA. These adjustments result in small changes to the 2010 UA-FHWA in the areas discussed above. A list of the census blocks to be managed by the MCCOG under the terms of this agreement are listed in Exhibit E. The geographic area covered by these census blocks will be referred to as the mutually agreed designated area, herein after referred to as "the Designated Area."
6. The changes to the UA-FHWA discussed above are reflected in proposed changes to the boundaries of the respective Metropolitan Planning Area (MPA) boundaries of the IMPO and MCCOG (Exhibit A).

Planning Areas – CAMPO and the IMPO

1. Since at least 2000, a portion of the Columbus, Indiana, urban area located in Johnson and Shelby Counties, an area that includes the Town of Edinburgh, has been included in the IMPO MPA for the purposes of monitoring federal air quality conformity requirements in the Indianapolis metropolitan area.
2. 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 (Exhibit B) for air quality monitoring purposes but remain members of CAMPO for long-range planning and project funding.

Funding

The Federal Highway and Federal Transit Administrations provide urban federal transportation funding to each MPO based on the population living within each MPO's Census Bureau-defined 2020 UA-Census areas (i.e., Anderson, Columbus, and Indianapolis). Funding for each of the three MPOs will follow the INDOT/Local Sharing of Federal Formula Apportionments (Sharing Agreement) and distribution formulas mutually agreed to by the Indiana MPO Council, INDOT, and FHWA except as follows:

1. The IMPO will distribute funds to MCCOG from those allocated to the IMPO for the following formula funding programs: STBG, HSIP, CMAQ, TA, Section 164 Penalty, Carbon Reduction (CR), PROTECT. The links to descriptions of these programs are found at:

- a. STBG: FHWA Surface Transportation Block Grant Program (STBG)
- b. CMAQ: Congestion Mitigation and Air Quality Improvement (CMAQ) Program
- c. HSIP: FHWA Highway Safety Improvement Program (HSIP)
- d. TA: FHWA Transportation Alternatives (TA) Set-Aside Implementation Guidance
- e. Section 164 Penalty: Penalty Transfer
- f. Carbon Reduction (CR): Carbon Reduction
- g. PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

(If the Sharing Agreement or a new funding source is provided by FHWA/FTA (USDOT) or INDOT, an automatic review of the agreement would be required by the signing parties.)

2. The amount of each fund distributed by INDOT to the IMPO is based on the funding amounts calculated after the exchange rate is applied to the IMPO's annual allocation per the Programmatic Federal Funds Exchange Agreement between INDOT and IMPO, dated August 26, 2020. The exchange rate per the 8/26/2020 agreement is 0.90. This rate may change subject to any future agreements or extensions of the Programmatic Federal Funds Exchange Agreement.
3. The portion of funds allocation to MCCOG by the IMPO will be at rate equal to the proportion of the Indianapolis UA-Census population that lived in the Designated Area in 2020 divided by the 2020 population of the entire Indianapolis UA-Census. That rate is 0.005774, or 0.5774% as of 4/5/2023 (Exhibit C). This calculation is based upon the initial funds identified in the INDOT/Local Sharing of Federal Formula Apportionments (Sharing Agreement) and has no bearing on any subsequent agreements regarding the Programmatic Federal Funds Exchange Agreement between INDOT and IMPO.
4. Projects undertaken using funds allocated by the IMPO to MCCOG and located in the Designated Area will be the responsibility of the MCCOG to plan and fund. This includes MCCOG's Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) documents.
5. Should MCCOG lose annual allocation funds (as specified in the INDOT end of FY MPO Summary Report) in a year where this MOU is in effect, the amount of funds lost will be subtracted from the subsequent year's total distribution from the IMPO to MCCOG and will remain in the IMPO's annual allocation distribution.
6. For the purpose of FHWA programming, no federal funds related to the Columbus UA-Census will be allocated to the IMPO. CAMPO and the IMPO agree to coordinate to ensure that projects taking place in the Indianapolis MPA will meet federal air quality conformity requirements.

Unified Planning Work Program

1. Each MPO will consult in the development of Unified Planning Work Programs (UPWP) and mutually agree to work collectively on planning projects where possible.
2. Share UPWP products.

Modeling

1. Each MPO will exchange modeling information, data, and models at appropriate levels of geography, attempting, where possible, to relate the data to the MPO's existing Traffic Analysis Zone systems.
2. Share socio-economic, Census, forecast, and survey data results.
3. Share trip tables and travel demand model assumptions.
4. Consult in the development of enhanced travel demand models.
5. Share model validation data, including MPA boundary traffic count data and traffic count data at the external boundaries of the other agencies' modeling area.
6. Share MOVES emission rate tables from MOVES 3 (or any updated version as directed by the EPA or FHWA) and technical cooperation with MCCOG to support and evaluate any eligible project for air quality benefits and any future needs for regional air quality conformity.

Metropolitan Transportation Plan

1. Consult in defining future scenarios, striving for general compatibility, including overall strategies and major project assumptions.
2. Develop alternative networks that include appropriate Central Indiana strategic connectors.
3. Acknowledge that the three agencies will not necessarily be at the same stage of plan development; at the same time, coordination will be tempered by each agency's planning process schedule.
4. The three agencies will strive to coordinate their plan amendment and update cycles concurrently. This coordination produces consistency and the best planning products for the greater region.

Other Related Planning Efforts

1. Consult in defining future scenarios, striving for general compatibility, including overall strategies and major project assumptions for roadway, bike and pedestrian, micromobility, transit, land use, and environmental planning efforts. This allows for greater regional connectivity that benefits the overall planning program area.
2. Develop alternative networks with appropriate Central Indiana strategic and statewide connectors.
3. Work together to develop regional land use, environmental, and transportation strategies that promote economic and workforce development, smart growth, housing and jobs balance, and improved quality of life for the greater regional area whenever possible.

Transportation Improvement Program

1. Consult as needed in the development of TIPs concerning Central Indiana regional issues.
2. Share information regarding proposed construction schedules of projects and their impacts across the MPA boundary lines within the Central Indiana nine-county area and Bartholomew County as needed.
3. Follow established procedures for coordinating approvals for TIP amendments as needed, specifically those involving air quality/transportation conformity, expansion projects, and

projects of regional significance. The established, *Indiana Air Quality Conformity Interagency Consultation Group Guidance Document* (September 2022) or subsequent document process shall be followed.

Safety, Performance Measures, Greenhouse Gas Reduction, Sustainability, Resiliency, and Energy

1. Consult and coordinate planning and data efforts for safety, such as Safety Action Plans, performance measures, greenhouse gas reduction, sustainability, resiliency, and energy.
2. Work together to develop common strategies to support the planning efforts enumerated above in #1 of this section.
3. Work together on potential grant opportunities, where appropriate and possible, to further planning and development opportunities for the greater regional area.

Air Quality State Implementation Plan Conformity

As of the date of this agreement, all counties in the 9-County Central Indiana Airshed are now in attainment for ozone under the National Ambient Air Quality Standards (NAAQS) Criteria Air Pollutants.

The federal government designated the 9-County Central Indiana area as a 1997 8-hour ozone attainment area on October 19, 2007. An existing maintenance agreement for the second 10-years of maintenance of that status was approved by the U.S. EPA and was effective January 13, 2020.

Transportation projects and conditions in the 9-County Central Indiana Airshed are monitored by two of the MPOs participating in this agreement (the IMPO and MCCOG).

The CAMPO, the IMPO, and MCCOG agree to the following:

1. The MPOs will work in coordination with each other, FHWA, and the FTA to demonstrate Air Quality & Transportation Conformity for MTP and TIP updates and amendments.
2. The IMPO and MCCOG will adhere to the recently adopted Air Quality Protocol for Indiana and the *Indiana Air Quality Conformity Interagency Consultation Group Guidance Document* (September 2022) or subsequent document.
3. The IMPO and MCCOG will complete separate *Transportation Conformity Determination Reports* for the 1997 Ozone NAAQS.
4. The IMPO and MCCOG will continue active participation in Central Indiana Air Quality Advisory Group meetings.
5. The IMPO and MCCOG will continue their existing coordination in the development of mobile emissions estimates for the 9-County Central Indiana Airshed.
6. The IMPO will continue to perform applicable air quality conformity determinations for all portions of the CAMPO UA-Census located in Johnson and Shelby Counties.
7. Regardless of the federal air quality attainment status of the 9-County Central Indiana Airshed, and in consideration of health and quality of life of the residents of the region; CAMPO, the

IMPO, and MCCOG agree to plan, fund, and otherwise support projects and programs that improve regional air quality.

Because more than one MPO has authority within the 9-County Central Indiana Airshed, an agreement is required under federal Metropolitan Planning Rules (23 CFR 450.310g). This agreement fulfills that requirement. As federal or local conditions change, the planning activities may be modified and updated by mutual agreement of the MPOs in writing. Notification of any revised agreement will be made to INDOT and the Indiana Department of Environmental Management (IDEM).

TERMS OF THIS AGREEMENT

All sections of this agreement shall remain in effect until the U.S. Census Bureau releases the 2030 urbanized area boundaries. At that time, a mutual revised agreement can be developed and agreed upon in writing by all parties.

As federal or local conditions change, this MOU may be modified and updated by mutual agreement of the MPOs in writing. Notification of any revised MOU will be made to INDOT and FHWA.

Approval and Acceptance by:



9/11/2023

Tom R. Finke, Policy Board Chair
Columbus Area Metropolitan Planning Organization (CAMPO)

Date



9/19/2023

Indianapolis Metropolitan Planning Organization (IMPO)

Date



9/18/2023

Madison County Council of Governments (MCCOG or its successor)

Date

EXHIBIT A

Proposed 2020 MPA and UA-FHWA Boundaries for MCCOG

as of April 27, 2023

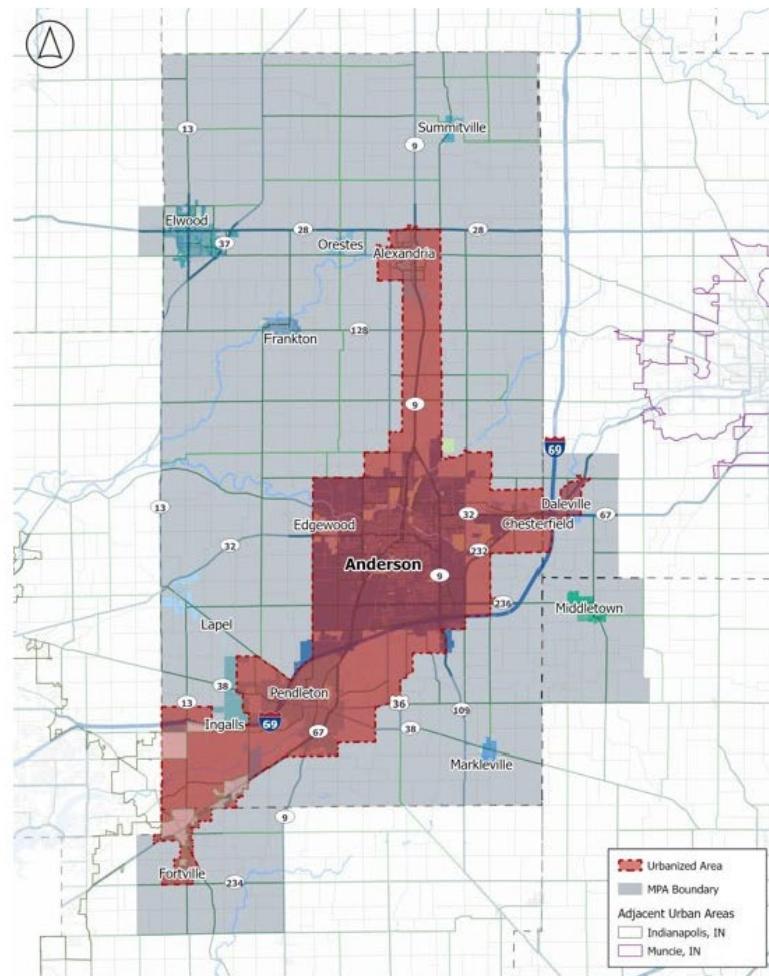
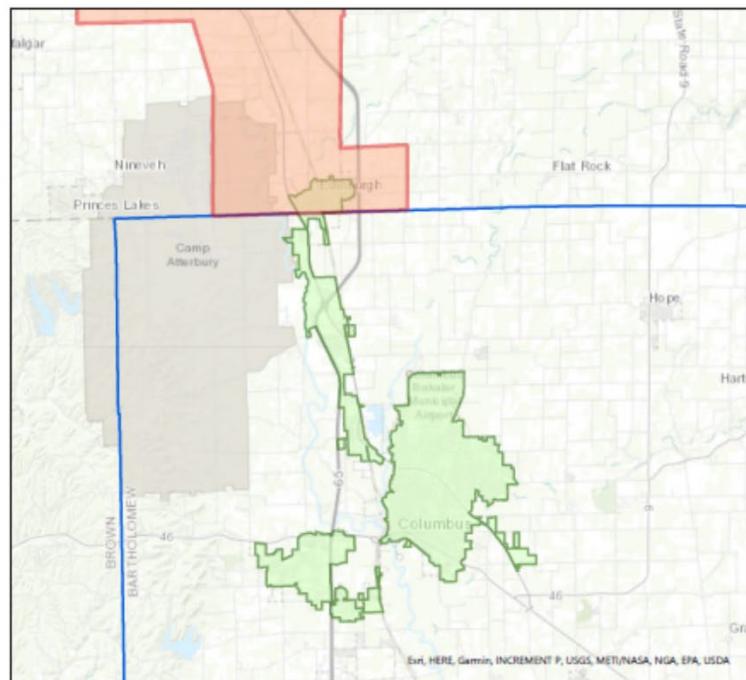
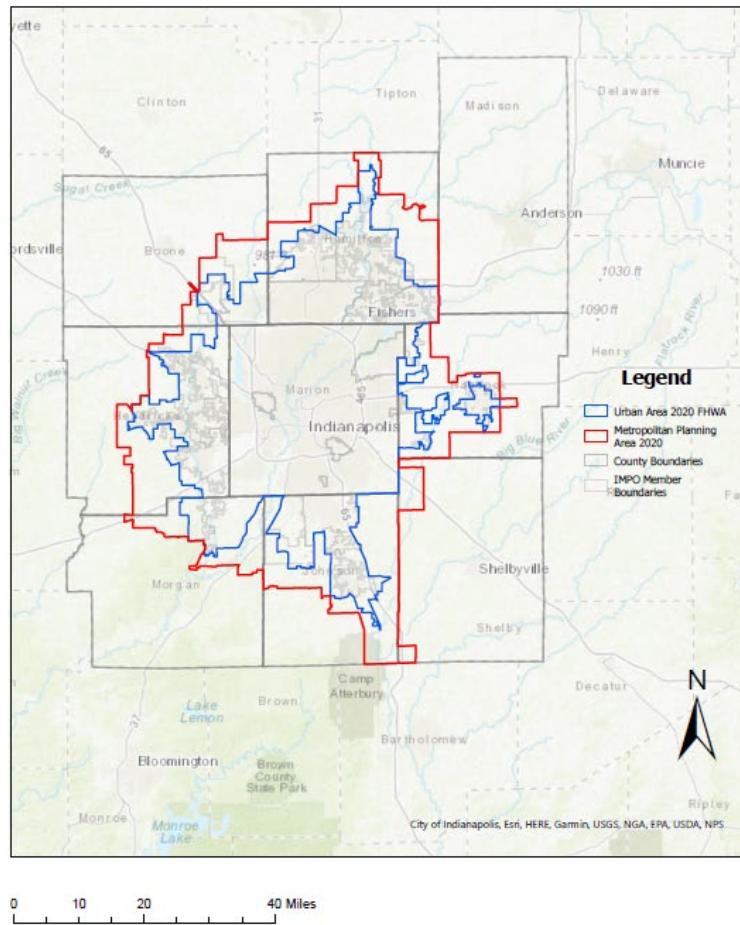


EXHIBIT B

IMPO 2020 Urban Area (UA-FHWA) and Metropolitan Planning Area (MPA) Boundaries

IMPO/CAMPO 2020 Metropolitan Planning Area (MPA)
Boundaries





10

EXHIBIT C

Proportion of Indianapolis Urbanized Area Population to be Served by MCCOG

9,815 people live in the Indianapolis Urbanized Area (UA-Census) to be served by MCCOG. Table 1 shows the Population Breakdown numbers for the area. The population of the Indianapolis UA-Census increased from 1,487,483 in 2010 to 1,699,881 in 2020.

Table 1 Population Breakdown

	2010	2020
Indianapolis UA Population	1,487,483	1,699,881
Population of Indianapolis UA to be served by MCCOG	9,290	9,815
% of Total Indianapolis UA Population to be served by MCCOG	0.6245%	0.5774%

Fund Category	% of Allocated Funds
STBG Group 1	0.5774%
HSIP	0.5774%
CMAQ	0.5774%
TA	0.5774%
Section 164 Penalty	0.5774%
Carbon Reduction (CR)	0.5774%
PROTECT	0.5774%

Table 2 Annual UA Funds to Anderson from Indianapolis

*Funding amounts will vary per the annual allocation changes, but the funding amounts will not exceed the annual allocation percentage of 0.5774% for all funding categories listed above in Table 2, unless mutually agreed upon by amending this agreement.

**Funding amounts are calculated after the exchange rate is applied to the IMPO's annual allocation per the Programmatic Federal Funds Exchange Agreement between INDOT and IMPO, dated August 26, 2020 or future extensions and or subsequent Federal Funds Exchange agreements between INDOT and IMPO.

EXHIBIT D

Specific Indianapolis UA-Census Census Tracts to be Served by MCCOG

IMPO/MCCOG 2020 Metropolitan Planning Area (MPA)
Boundaries

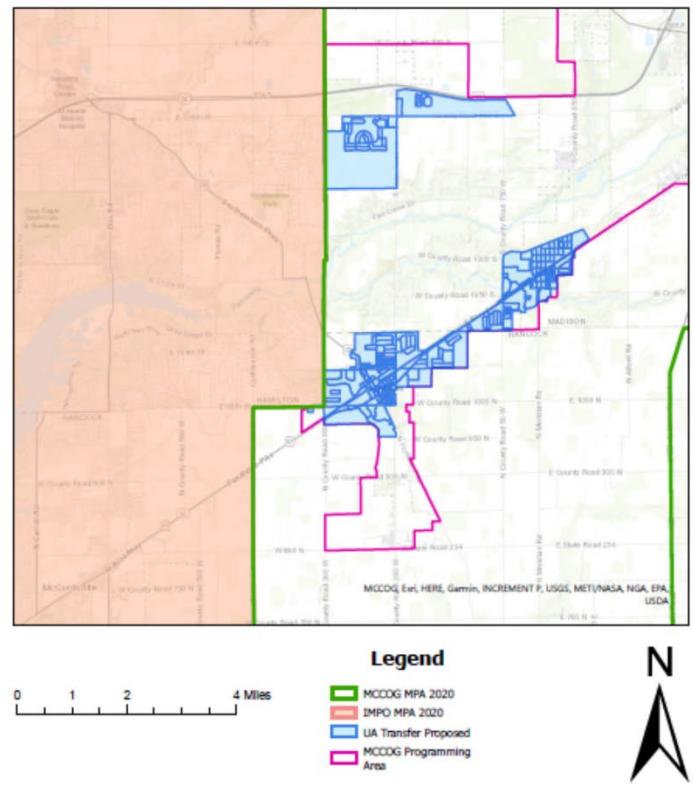


EXHIBIT E

A listing of all Census blocks to be transferred from the IMPO to MCCOG's planning area, totaling 9,815 residents and 3,898 housing units.

State	County (FIPS)	Census Tract (FIPS) 2020	Census Block (FIPS) 2020	GEOID (FIPS) 2020	Census Urban Area Designation	Population 2020	Housing Units 2020
18	059	410202	1028	180594102021028	41212	14	5
18	059	410202	3034	180594102023034	41212	20	17
18	095	011800	2082	180950118002082	41212	0	0
18	095	011800	2069	180950118002069	41212	26	5
18	059	410202	4010	180594102024010	41212	7	1
18	059	410202	3012	180594102023012	41212	15	3
18	059	410202	1007	180594102021007	41212	64	20
18	059	410202	1008	180594102021008	41212	117	41
18	095	011800	1012	180950118001012	41212	0	0
18	059	410202	2037	180594102022037	41212	7	4
18	095	011800	1013	180950118001013	41212	0	0
18	095	011800	2067	180950118002067	41212	3	3
18	059	410202	1011	180594102021011	41212	50	14
18	095	011800	2021	180950118002021	41212	103	45
18	095	011800	1016	180950118001016	41212	141	41
18	095	011800	3021	180950118003021	41212	94	31
18	095	011800	2013	180950118002013	41212	17	9
18	059	410202	3001	180594102023001	41212	19	8
18	059	410202	2002	180594102022002	41212	63	27
18	095	011800	3018	180950118003018	41212	105	29
18	095	011800	4004	180950118004004	41212	222	115
18	095	011800	2014	180950118002014	41212	13	4
18	059	410202	3038	180594102023038	41212	39	19
18	059	410202	3019	180594102023019	41212	15	9
18	059	410202	1031	180594102021031	41212	43	24
18	059	410202	1022	180594102021022	41212	17	8
18	059	410202	1004	180594102021004	41212	96	36
18	095	011800	2066	180950118002066	41212	10	4
18	059	410202	1010	180594102021010	41212	27	10
18	059	410202	1039	180594102021039	41212	8	4
18	059	410202	2015	180594102022015	41212	34	14
18	095	011800	3014	180950118003014	41212	48	19
18	059	410202	2005	180594102022005	41212	47	25
18	095	011800	3016	180950118003016	41212	86	27
18	095	011800	3017	180950118003017	41212	118	33
18	095	011800	2035	180950118002035	41212	9	3
18	095	011800	2070	180950118002070	41212	18	7
18	095	011800	2071	180950118002071	41212	17	7
18	059	410202	3020	180594102023020	41212	11	7
18	059	410202	1034	180594102021034	41212	16	4
18	059	410202	2003	180594102022003	41212	38	17
18	059	410202	3023	180594102023023	41212	26	10
18	095	011800	2053	180950118002053	41212	56	23
18	095	011800	2041	180950118002041	41212	12	6
18	059	410202	2032	180594102022032	41212	12	4
18	095	011800	2083	180950118002083	41212	0	0
18	059	410202	3007	180594102023007	41212	6	4
18	059	410202	1027	180594102021027	41212	12	5
18	095	011800	2075	180950118002075	41212	17	7
18	059	410202	3031	180594102023031	41212	7	4
18	059	410202	1014	180594102021014	41212	14	1
18	095	011800	2049	180950118002049	41212	24	9

18	095	011800	2050	180950118002050	41212	6	6
18	059	410202	1040	180594102021040	41212	24	7
18	059	410202	2029	180594102022029	41212	12	5
18	095	011800	2023	180950118002023	41212	18	5
18	095	011800	4005	180950118004005	41212	20	8
18	095	011800	2032	180950118002032	41212	8	7
18	095	410202	2014	180594102022014	41212	21	7
18	059	410202	2025	180594102022025	41212	28	14
18	059	410202	1015	180594102021015	41212	13	1
18	095	011800	2073	180950118002073	41212	57	23
18	095	011800	2087	180950118002087	41212	17	8
18	095	011800	1015	180950118001015	41212	139	41
18	059	410202	1012	180594102021012	41212	48	19
18	059	410202	4018	180594102024018	41212	2	2
18	095	011800	2042	180950118002042	41212	19	7
18	059	410202	2034	180594102022034	41212	13	11
18	059	410202	3042	180594102023042	41212	8	6
18	059	410202	3028	180594102023028	41212	12	4
18	059	410202	3036	180594102023036	41212	32	15
18	095	011800	2028	180950118002028	41212	0	0
18	059	410202	1038	180594102021038	41212	9	5
18	059	410202	3011	180594102023011	41212	42	22
18	059	410202	1003	180594102021003	41212	94	30
18	059	410202	3009	180594102023009	41212	33	8
18	095	011800	1019	180950118001019	41212	81	28
18	095	011800	4010	180950118004010	41212	5	2
18	095	011800	2059	180950118002059	41212	1	1
18	095	011800	2033	180950118002033	41212	19	12
18	059	410202	1002	180594102021002	41212	388	153
18	059	410202	1041	180594102021041	41212	15	5
18	095	011800	2091	180950118002091	41212	0	0
18	059	410202	2036	180594102022036	41212	15	8
18	059	410202	2027	180594102022027	41212	89	68
18	095	011800	1017	180950118001017	41212	280	105
18	059	410202	4018	180594102024018	41212	10	2
18	059	410202	3024	180594102023024	41212	0	0
18	059	410202	1033	180594102021033	41212	22	9
18	095	011800	2058	180950118002058	41212	0	0
18	059	410202	3010	180594102023010	41212	43	22
18	059	410202	2038	180594102022038	41212	21	7
18	059	410202	3040	180594102023040	41212	25	18
18	095	011800	2081	180950118002081	41212	0	0
18	095	011800	3028	180950118003028	41212	51	18
18	059	410202	2016	180594102022016	41212	48	20
18	059	410202	3043	180594102023043	41212	0	0
18	095	011800	2051	180950118002051	41212	10	5
18	059	410202	1032	180594102021032	41212	0	0
18	059	410202	1037	180594102021037	41212	13	4
18	095	011800	2024	180950118002024	41212	50	23
18	095	011800	2047	180950118002047	41212	32	8
18	059	410202	3041	180594102023041	41212	11	2
18	095	011800	4007	180950118004007	41212	37	20
18	059	410202	1042	180594102021042	41212	26	4
18	095	011800	2029	180950118002029	41212	16	2
18	095	410202	3018	180594102023018	41212	24	8
18	095	011800	3007	180950118003007	41212	0	0
18	095	011800	3013	180950118003013	41212	76	22

18	095	011800	2037	180950118002037	41212	13	6
18	095	410202	3015	180954102023015	41212	29	12
18	095	011800	2058	180950118002058	41212	9	3
18	095	011800	2022	180950118002022	41212	2	4
18	095	011800	2048	180950118002046	41212	6	5
18	095	410202	2009	180954102022009	41212	23	9
18	095	410202	3016	180954102023016	41212	8	1
18	095	011800	1020	180950118001020	41212	86	30
18	095	011800	3008	180950118003008	41212	468	166
18	095	011800	2076	180950118002076	41212	17	1
18	095	011800	2082	180950118002082	41212	6	3
18	095	410202	3022	180954102023022	41212	8	7
18	095	011800	2044	180950118002044	41212	17	7
18	095	011800	3003	180950118003003	41212	98	35
18	095	011800	2025	180950118002025	41212	53	20
18	095	011800	3025	180950118003025	41212	83	36
18	095	011800	3012	180950118003012	41212	150	52
18	095	011800	2039	180950118002039	41212	19	7
18	095	011800	2009	180950118002009	41212	35	12
18	095	011800	2080	180950118002080	41212	9	6
18	095	410202	3027	180954102023027	41212	24	12
18	095	410202	1035	180954102021035	41212	22	7
18	095	410202	2013	180954102022013	41212	41	11
18	095	410202	3017	180954102023017	41212	24	13
18	095	410202	2033	180954102022033	41212	5	6
18	095	011800	2034	180950118002034	41212	25	10
18	095	011800	3009	180950118003009	41212	119	40
18	095	410202	2021	180954102022021	41212	33	13
18	095	011800	2026	180950118002026	41212	14	3
18	095	410202	3000	180954102023000	41212	47	18
18	095	410202	3026	180954102023026	41212	13	4
18	095	011800	2030	180950118002030	41212	49	26
18	095	410202	3033	180954102023033	41212	4	4
18	095	410202	1028	180954102021028	41212	8	6
18	095	410202	2022	180954102022022	41212	19	14
18	095	011800	2040	180950118002040	41212	14	7
18	095	011800	2072	180950118002072	41212	17	3
18	095	410202	1005	180954102021005	41212	50	22
18	095	011800	4008	180950118004008	41212	19	11
18	095	410202	1045	180954102021045	41212	7	6
18	095	410202	2023	180954102022023	41212	25	14
18	095	410202	3013	180954102023013	41212	4	5
18	095	011800	2068	180950118002068	41212	7	6
18	095	410202	2010	180954102022010	41212	81	28
18	095	410202	2024	180954102022024	41212	20	14
18	095	410202	1009	180954102021009	41212	50	22
18	095	410202	3025	180954102023025	41212	10	1
18	095	410202	2004	180954102022004	41212	42	23
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18	095	410202	1024	180954102021024	41212	9	3
18	095	410202	3044	180954102023044	41212	0	0
18	095	011800	2080	180950118002080	41212	0	0
18	095	011800	3008	180950118003008	41212	49	16
18	095	410202	2012	180954102022012	41212	26	9
18	095	410202	3035	180954102023035	41212	15	6
18	095	410202	3008	180954102023008	41212	98	35
18	095	410202	2035	180954102022035	41212	17	7

18	095	011800	2054	180950118002054	41212	29	9
18	095	011800	2052	180950118002052	41212	34	18
18	095	011800	3027	180950118003027	41212	96	22
18	095	410202	4015	180954102024015	41212	0	0
18	095	410202	3005	180954102023005	41212	15	7
18	095	410202	4022	180954102024022	41212	43	14
18	095	410202	4023	180954102024023	41212	44	17
18	095	011800	2048	180950118002048	41212	20	11
18	095	410202	1030	180954102021030	41212	23	7
18	095	410202	1029	180954102021029	41212	16	3
18	095	410202	2018	180954102022018	41212	27	14
18	095	011800	2031	180950118002031	41212	20	8
18	095	011800	2012	180950118002012	41212	8	5
18	095	011800	2064	180950118002064	41212	19	12
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18	095	011800	2045	180950118002045	41212	0	0
18	095	410202	2006	180954102022006	41212	53	23
18	095	410202	1023	180954102021023	41212	2	1
18	095	410202	2017	180954102022017	41212	76	27
18	095	410202	1025	180954102021025	41212	14	4
18	095	410202	1008	180954102021008	41212	46	20
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18	095	011800	4008	180950118004008	41212	31	13
18	095	011800	1021	180950118001021	41212	0	0
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18	095	011800	2036	180950118002036	41212	1	2
18	095	011800	2011	180950118002011	41212	22	4
18	095	011800	3011	180950118003011	41212	58	25
18	095	410202	1036	180954102021036	41212	19	6
18	095	410202	3029	180954102023029	41212	8	3
18	095	011800	2043	180950118002043	41212	16	8
18	095	011800	3005	180950118003005	41212	93	33
18	095	011800	2061	180950118002061	41212	6	1
18	095	410202	3032	180954102023032	41212	10	2
18	095	410202	4009	180954102024009	41212	66	29
18	095	410202	3014	180954102023014	41212	5	3
18	095	410202	1013	180954102021013	41212	8	3
18	095	410202	2028	180954102022028	41212	71	40
18	095	410202	3004	180954102023004	41212	20	13
18	095	410202	3030	180954102023030	41212	8	2
18	095	011800	1014	180950118001014	41212	98	34
18	095	011800	3004	180950118003004	41212	16	6
18	095	410202	2030	180954102022030	41212	22	5
18	095	410202	2031	180954102022031	41212	21	4
18	095	410202	2011	180954102022011	41212	28	9
18	095	011800	2084	180950118002084	41212	3	1
18	095	410202	1044	180954102021044	41212	17	10
18	095	410202	2026	180954102022026	41212	35	20
18	095	011800	2055	180950118002085	41212	2	2
18	095	011800	2027	180950118002027	41212	59	22
18	095	011800	2088	180950118002088	41212	10	6
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18	095	011800	2008	180950118002008	41212	31	8
18	095	011800	3015	180950118003015	41212	113	30

18	095	011800	4009	180950118004009	41212	50	20
18	059	410202	1043	180594102021043	41212	16	4
18	059	410202	2008	180594102022008	41212	56	17
18	059	410202	3003	180594102023003	41212	38	25
18	095	011800	2065	180950118002065	41212	14	5
18	095	011800	1018	180950118001018	41212	40	15
18	095	011800	2055	180950118002055	41212	11	3
18	095	011800	2074	180950118002074	41212	11	8
18	059	410202	1019	180594102021019	41212	26	9
18	095	011800	2010	180950118002010	41212	38	8
18	095	011800	2063	180950118002063	41212	12	4
18	059	410202	3002	180594102023002	41212	6	3
18	095	011800	2079	180950118002079	41212	0	0
18	095	011800	3019	180950118003019	41212	74	24
18	095	011800	2090	180950118002090	41212	7	1
18	059	410202	2007	180594102022007	41212	436	210
18	059	410202	4012	180594102024012	41212	20	10
18	059	410202	2001	180594102022001	41212	327	157
18	059	410202	3037	180594102023037	41212	231	103
18	059	410202	4013	180594102024013	41212	39	14
						9,815	3,898

Appendix E: INDOT-IMPO-IndyGo Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
BY AND BETWEEN
INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION,
INDIANA DEPARTMENT OF TRANSPORTATION, AND
INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION**

This Memorandum of Agreement is made by and between Indianapolis Metropolitan Planning Organization (hereinafter referred to as IMPO), Indiana Department of Transportation (hereinafter referred to as INDOT), and Indianapolis Public Transportation Corporation (hereinafter referred to as IndyGo).

WHEREAS, the most recent Federal Transportation Authorization Legislation requires the establishment of Metropolitan Planning Agreements between the state, the metropolitan planning organization, and public transportation operator(s) in accordance with 23 CFR § 450.314; and

WHEREAS, the metropolitan transportation planning process includes IMPO, INDOT, and IndyGo; and

WHEREAS, transportation planning incorporates a comprehensive, cooperative, and continuing process with relevant agencies including the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA); and

WHEREAS, IMPO is the designated MPO for the Indianapolis Metropolitan Planning Area (MPA); and

WHEREAS, the MPA boundary is determined by agreement between IMPO and the Governor of Indiana, referencing the latest U.S. Census Bureau's Decennial Census; and

WHEREAS, INDOT administers the statewide Tier II Transit Asset Management Plan, and is therefore the Tier II group plan leader; and

WHEREAS, IndyGo is the designated recipient for Section 5307 funding in the Indianapolis Urbanized Area; and

WHEREAS, the appropriate conformity consultation and determination procedures refer to the most recent version of the Indiana Air Quality Conformity Interagency Consultation Group Guidance and the most recent version of the Process and Procedures for the Coordination of Transportation and Transportation Related Air Quality Planning Including the Consultation and Determination of Transportation Conformity.

NOW THEREFORE IMPO, INDOT, and IndyGo mutually agree as follows:

RESPONSIBILITIES OF IMPO

METROPOLITAN TRANSPORTATION PLAN (MTP)

1. IMPO shall develop a Metropolitan Transportation Plan (MTP), in accordance with the requirements of 23 CFR § 450.324, that addresses the planning factors from the most recent federal transportation authorization bill.
2. IMPO shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the MTP.
3. IMPO shall develop the MTP in consultation with the other parties in this agreement at minimum once every 5 years.
4. IMPO develops the financial plan for the MTP that demonstrates the fiscal constraint with respect to available and projected sources of revenue.
5. IMPO is responsible for developing and maintaining a travel demand forecasting model for the MPA. IMPO will share the results of Travel Demand Forecasting with INDOT and IndyGo as requested.
6. MTP amendments and administrative modifications follow the procedures outlined by IMPO's procedures and Public Participation Plan in place at the time of amendment.
7. IMPO shall include documentation of an approved Congestion Management Process (CMP) as specified in 23 CFR § 450.322. The CMP identifies regionally significant projects for major updates to the MTP. Requests to amend the MTP must comply with the CMP.
8. IMPO shall follow the appropriate conformity consultation and determination procedures to ensure compliance with conformity requirements.
9. The IMPO Policy Board/Committee approves the MTP and its periodic updates.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

10. IMPO shall develop a Transportation Improvement Program (TIP), in accordance with 23 CFR § 450.326, that addresses planning regulations from the most recent federal transportation authorization bill.
11. IMPO shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the TIP.
12. IMPO develops the TIP in cooperation with INDOT, FHWA, FTA, IndyGo, and other agency partners in accordance with the agreed-upon schedule for the INDOT Statewide Transportation Improvement Program (STIP).
13. The TIP shall reflect the investment priorities established in the current MTP, cover a period of no less than 4 years.

14. IMPO will develop the financial plan for the TIP that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.
15. The TIP shall include all federal aid funding projects as well as regionally significant projects, regardless of funding source, within the MPA. Federal funds, other than Metropolitan Planning (PL) dollars, identified for transportation planning activities in the UPWP, must be included in the TIP.
16. IMPO TIP is approved by the Governor of Indiana and incorporated into the STIP which is approved by FHWA and FTA.
17. IMPO will provide and maintain the MITIP public access portal as well as the website that services TIP amendments and administrative modifications.
18. IMPO will process TIP amendments and administrative modifications via IMPO's online MITIP system in accordance with applicable IMPO TIP amendment and administrative modification procedures as well as INDOT's amendment/modification procedures.
19. The Annual Listing of Obligated Projects (ALOP) will adhere to the process outlined in 23 CFR § 450.334 and as referenced in the most recent version of the INDOT, MPO, & RPO Cooperative Procedures Manual.

UNIFIED PLANNING WORK PROGRAM (UPWP)

20. IMPO will prepare a Unified Planning Work Program (UPWP), in accordance with 23 CFR § 450.308, that addresses the Federal Planning Emphasis Areas (PEAs) identified by FHWA and FTA.
21. IMPO shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the UPWP.
22. IMPO will prepare a Unified Planning Work Program (UPWP) in cooperation and consultation with INDOT, FHWA, FTA and IndyGo.
23. IMPO will prepare a UPWP for the fiscal year that will take effect beginning on January 1st and will provide the draft UPWP to INDOT Technical Planning & Programming.
24. IMPO will submit a final UPWP to INDOT Technical Planning & Programming in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.
25. IMPO will submit invoices on a timely basis, following the most recent version of the INDOT, MPO, & RPO Cooperative Procedures Manual.
26. IMPO will submit a Cost Allocation Plan (CAP) in accordance with 2 CFR § 200.416 and the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual.

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

27. IMPO shares data and information with INDOT and IndyGo to assist with the development of performance targets.
28. IMPO may review and provide comments on proposed INDOT or IndyGo performance targets prior to final adoption.
29. IMPO shall provide documentation to INDOT that either supports the statewide performance targets as established by INDOT or provides an alternate set of performance targets.
 - a) In the case that IMPO chooses to adopt the statewide performance targets as established by the INDOT, the expected documentation is a resolution or meeting minutes by the IMPO Policy Board/Committee.
 - b) In the case that IMPO chooses to adopt an alternate set of performance targets, the expected documentation is a description of the procedure used to set alternate performance targets as well as a resolution or meeting minutes by the IMPO Policy Board/Committee. IMPO will be responsible for reporting the two-year and four-year performance targets within the federal reporting system for the MPA.
30. IMPO includes information outlined in 23 CFR § 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.326 (d).
31. Reporting of targets and performance measures by IMPO shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

PUBLIC PARTICIPATION & INVOLVEMENT

32. IMPO will maintain a Public Participation Plan that is adopted by the IMPO Policy Board/Committee. The Public Participation Plan will include coordination with the INDOT public participation process.
33. IMPO shall follow the Public Participation Plan throughout the planning process, including, but not limited to the development of the MTP and the TIP.
34. IMPO's TIP participation process will serve to meet the public participation requirements of IndyGo and the Central Indiana Regional Transportation Authority's (CIRTA).
35. IMPO will comply with all appropriate federal assurances, civil rights, and DBE requirements, Title VI guidance, ADA requirements, and procurement activities guidelines.
36. IMPO shall comply with the required provisions of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.

TRANSIT PLANNING

37. IMPO will sponsor and participate on committees related to the provision and coordination of transit and para-transit services.
38. IMPO will serve as the lead for the development of the Coordinated Public Transit Human Services Transportation Plan.

RESPONSIBILITIES OF INDOT

INDOT Technical Planning & Programming provides Planning Liaisons to coordinate with IMPO. INDOT Planning Liaisons regularly attend IMPO Technical Board/Committee meetings and IMPO Policy Board/Committee meetings. The INDOT District Capital Program Manager will attend IMPO Technical Board/Committee meetings and have voting representation for INDOT. INDOT District Deputy Commissioners will attend IMPO Policy Board/Committee meetings and have voting representation for INDOT.

MTP & TIP

1. INDOT works cooperatively with IMPO to implement the August 2020 Programmatic Federal Funds Exchange Agreement.
2. INDOT develops the Statewide Long-Range Transportation Plan (LRTP) in congruence with IMPO's MTP.
3. INDOT will coordinate with IMPO on MTP development and INDOT LRTP development.
4. INDOT will coordinate with IMPO in the development of IMPO's TIP and the development INDOT's STIP.
5. INDOT will develop planned improvement needs on state jurisdictional highways for the development of IMPO's TIP and INDOT's STIP.
6. INDOT will provide MTP and TIP amendment requests to IMPO according to the applicable schedule. All MTP and TIP amendment requests will be submitted via MiTIP.
7. INDOT will provide IMPO with estimates of available federal and state funding in a timely manner for the development of the financial plans demonstrating the fiscal constraint of IMPO's MTP and TIP. Should funding information be delayed for any reason, IMPO may flat-line funding based on past information.
8. INDOT will develop the STIP in congruence with IMPO's transportation planning process and incorporate IMPO's approved TIP by reference or amendment in its entirety.
9. INDOT will provide timely lists of INDOT projects within the MPA. Project information includes DES #, clear project description, total project cost, state and federal share, federal funding program or source, and letting date or fiscal year. Per the 2022 IMPO Certification Report, project information must ensure the minimum project descriptive information for DOT initiated projects.
10. INDOT will provide timely lists of INDOT projects within the Transportation Conformity Area but outside of the MPA. Project information will include DES #, project description, total project cost, state and federal share, federal funding program or source, and letting date or fiscal year. Per the 2022 IMPO Certification Report, project information must ensure the minimum project descriptive information for DOT initiated projects.

11. INDOT will develop a Statewide Transportation Improvement Program (STIP) that includes the review and written approval of IMPO's TIP in a timely manner.
12. INDOT will provide a list of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. The list of projects will be sorted specifically to include only projects within the MPA. Project information will include DES #, county, sponsor, district, route, project description, work type, phase, fund type, federal obligation amount, advanced construction amount, if any total obligation and obligation date. Per the 2022 IMPO Certification Report, project information must ensure the minimum project descriptive information for DOT initiated projects. This will support IMPO in developing the Annual List of Obligated Projects (ALOP).
13. INDOT will collect and share transportation system information with IMPO to facilitate a cooperative transportation planning process and will conduct training sessions and workshops on pertinent topics.

UNIFIED PLANNING WORK PROGRAM (UPWP)

14. INDOT Technical Planning & Programming will assign a planning liaison to participate in transportation planning activities related to the UPWP such as review of the document, preparation of contracts following its approval, review of billings submitted by IMPO, etc.) and to assist with coordination of the PEAs identified by FHWA and FTA.
15. INDOT shall make all PL funds authorized by 23 U.S.C. 104(f) available to the MPOs in accordance with a formula developed by the State, in consultation with the MPOs, and approved by the FHWA.
16. INDOT Technical Planning & Programming will review and provide approval of the UPWP in a timely manner and begin development of the required contracts and purchase orders. INDOT will strive for a timely notice-to-proceed, a signed contract and a purchase order.
17. INDOT Technical Planning & Programming will review progress reports through the Planning Liaison and initiate the reimbursement of invoices pursuant to applicable Federal Regulations and Indiana Code 5-17-5, Public Purchases.
18. Properly submitted invoices shall be reviewed and processed for payment following the procedures as outlined by the Auditor of the State of Indiana.

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

19. INDOT will collect bridge and pavement condition data for the state asset management plan for the National Highway System (NHS). INDOT shall coordinate changes to the NHS with IMPO.
20. INDOT, as the Tier II transit provider group plan leader, will collect transit data and produce the Tier II Group Transit Asset Management Plan, to include all Tier II transit providers who elect not to create their own Transit Asset Management Plan.

21. INDOT will provide IMPO with the statewide performance data used in developing statewide targets. Updates of this data will include prior performance data.
22. INDOT will develop draft statewide performance targets in coordination with all Indiana MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication.
23. INDOT shall give all Indiana MPOs an opportunity to provide comments on statewide targets before final statewide targets are adopted.
24. INDOT performance targets will be reported to FHWA and FTA as applicable.
25. INDOT will include information outlined in 23 CFR § 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
26. Reporting of targets and performance by INDOT shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

RESPONSIBILITIES OF INDYGO

METROPOLITAN TRANSPORTATION PLAN (MTP)

1. IndyGo will provide data, including financial planning information, upon request, and participate in the development of the MTP update.
2. IndyGo will provide copies of its Transportation Development Plan, as updated.
3. IndyGo will provide MTP amendment requests to IMPO according to the applicable schedule. All MTP amendment requests will be submitted via MiTIP.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

4. IndyGo will provide a Financial Capacity Analysis showing a 5-year Financial Plan as part of the TIP development process.
5. IndyGo will provide a 5-year capital project and operating plan (program of projects) for inclusion in the TIP to IMPO. The capital and operating plan will be updated annually and submitted with the Financial Capacity Analysis. This will be reviewed by the INDOT Transit Office within the Multimodal Division.
6. IndyGo will provide TIP amendment requests to IMPO according to the applicable schedule. All TIP amendment requests will be submitted via MiTIP.
7. IndyGo will provide a copy (PDF file preferred) to IMPO of each final grant request to FTA and provide a copy of each grant award acceptance.
8. IndyGo will provide on an annual basis, no later than 90 calendar days following the end of the program year, a list of transit projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year.

UNIFIED PLANNING WORK PROGRAM (UPWP)

9. IndyGo will provide IMPO with details for any significant planning activities requiring the use of federal funds and/or planning document outlined in this agreement.

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

10. IndyGo will annually update their Transit Asset Management Plan and performance targets.
11. IndyGo may share and request comments on proposed transit targets with INDOT and IMPO prior to adopting them.
12. IndyGo will provide IMPO with performance data used in developing targets, as requested.

13. As the designated recipient of federal transit funds, IndyGo will offer to complete a Group TAM for eligible subrecipients. If a Group TAMP is completed, IndyGo will share its performance data and targets with IMPO and INDOT.
14. IndyGo will share the public transit safety plan, any amendments, and its supporting documentation and data with INDOT and IMPO.
15. Reporting of targets and performance by IndyGo shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

PUBLIC PARTICIPATION & INVOLVEMENT

16. IndyGo will assist, as requested by IMPO, in any public meetings regarding transit.
17. IndyGo will coordinate with IMPO to ensure that the TIP participation process states it will serve to meet IndyGo's public participation requirements for the Program of Projects (POP).

TRANSIT PLANNING

18. IndyGo will provide a staff liaison to assist with transit planning efforts.
19. IndyGo will participate on the Executive Committee, IMPO Technical Board/Committee and IMPO Policy Board/Committee.
20. IndyGo will participate in the development of the Coordinated Public Transit Human Services Transportation Plan.
21. IndyGo will be responsible for its Capital Improvement Plan and its ADA Compliance Plan and other activities directly related to the operation of public transit services in IMPO's Urbanized Area.
22. IndyGo, as the designated recipient of federal transit funds, will be required to maintain all necessary records in support of the expenditure of funds where it is a direct recipient and oversight of expenditures of IndyGo's subrecipients. For all other monies, those direct recipients are responsible to maintain records and make them available to all necessary parties.
23. IndyGo is responsible for the local matching dollars for all funds for which it is a direct recipient. IndyGo is not responsible for the local matching dollars for its subrecipients.
24. IndyGo agrees that it will comply with all required federal objectives.

SIGNATORIES & AUTHORIZATION

IN WITNESS WHEREOF, the undersigned executive staff members of IMPO, INDOT, and IndyGo have authorized this Memorandum of Agreement on the dates indicated.

INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)

Sheriay Luist

Deputy Commissioner of Capital Program Management

3/20/2023

Date

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (IMPO)

Anna Gramling

Executive Director

2/22/23

Date

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (IndyGo)

Anne Evans

President & CEO

2/23/2023

Date

Appendix F: FTA Civil Rights Assurances

Standard U.S. DOT Title VI Assurances

The **Indianapolis Metropolitan Planning Organization** (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a)(1) of the Regulations, a copy of which is attached.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its planning and programs:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all Planning and Programs and, in adapted form in all proposals for negotiated agreements:

The Indianapolis Metropolitan Planning Organization, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contact entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

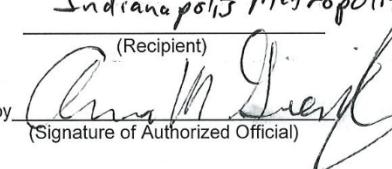
3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, 'as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.'
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent

transfer of real property; and (b) for the construction or use of or access to space on, over or under real property

8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest and other participants. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient

Dated 1/8/24

Indianapolis Metropolitan Planning Organization
(Recipient)
by 
(Signature of Authorized Official)

Appendix A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor shall comply with the Regulation relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. **Solicitations for Subcontractors, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by IMPO or the *Federal Highway Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to IMPO, or the *Federal Highway Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, IMPO shall impose such contract sanctions as it or the *Federal Highway Administration* may determine to be appropriate, including, but not limited to:
 - a) withholding of payments to the contractor under the contract until the contractor complies, and/or
 - b) cancellation, termination or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontractor procurement as IMPO or the *Federal Highway Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request IMPO to enter into such litigation to protect the interests of IMPO, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Appendix B

The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the *Indianapolis Metropolitan Planning Organization* will accept Title to the lands and maintain the project constructed thereon, in accordance with the policies and procedures prescribed by Federal Highway Administration and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. .2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *Indianapolis Metropolitan Planning Organization* all the right, Title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto *(Name of Recipient)* and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the *(Name of Recipient)*, its successors and assigns.

The *Indianapolis Metropolitan Planning Organization*, in consideration or the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on over or under such lands hereby conveyed [,] [and]* (2) that the *Indianapolis Metropolitan Planning Organization* shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in federally assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended [,] and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to reenter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

Appendix C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by the *Indianapolis Metropolitan Planning Organization* pursuant to the provisions of Assurance 6(a).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.] *

That in the event of breach of any of the above nondiscrimination covenants, *Indianapolis Metropolitan Planning Organization* shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [licenses, lease, permit, etc.] had never been made or issued.

[Include in deed.] *

That in the event of breach of any of the above nondiscrimination covenants, *Indianapolis Metropolitan Planning Organization* shall have the right to reenter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of *Indianapolis Metropolitan Planning Organization* and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by Indianapolis Metropolitan Planning Organization pursuant to the provisions of Assurance 6(b).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds, and leases add "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin shall be excluded from participation in, denied the benefits of, or he otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of, race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination,(3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964), and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.] *

That in the event of breach of any of the above nondiscrimination covenants, *Indianapolis Metropolitan Planning Organization* shall have the right to terminate the [license, lease, permit, etc.] and to reenter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

[Include in deeds]*

That in the event of breach of any of the above nondiscrimination covenants, *Indianapolis Metropolitan Planning Organization* shall have the right to reenter said land and facilities there-on, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of *Indianapolis Metropolitan Planning Organization* and its assigns.

*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

Certification Review of the Indianapolis Metropolitan Planning Organization (IMPO). This report is also being transmitted to INDOT, IndyGO, and CIRTA.

If you have any questions regarding the Certification Review process, please feel free to call Erica Tait, FHWA, at 317-226-7481/erica.tait@dot.gov or Cecilia Crenshaw-Godfrey, FTA, at 312-705-1268/cecilia.crenshaw@dot.gov.

Sincerely yours,
KELLEY
BROOKINS
Kelley Brookins
Regional Administrator
Federal Transit Administration

Digitally signed by KELLEY
BROOKINS
Date: 2022.10.06 09:25:56
-05'00'

Sincerely yours,
JERMAINE
R HANNON
Jermaine R. Hannon
Division Administrator
Federal Highway Administration

Digitally signed by
JERMAINE R HANNON
Date: 2022.10.06
22:03:28 -04'00'

Enclosure

cc: electronically transmitted
Anna Gremling, Executive Director of IMPO
Roy Nunnally, Director of Technical Planning, INDOT
Cecilia Crenshaw-Godfrey, FTA Region V
Michelle Allen, FHWA

Appendix H: INDOT-Indianapolis MPO Transportation Planning Process Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION – Calendar Year 2025

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Indianapolis Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Indianapolis Metropolitan
Planning Organization



Anna M. Gremling

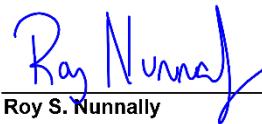
Executive Director

Title

6/13/2024

Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT

Technical Planning & Programming

Title

7/25/2024

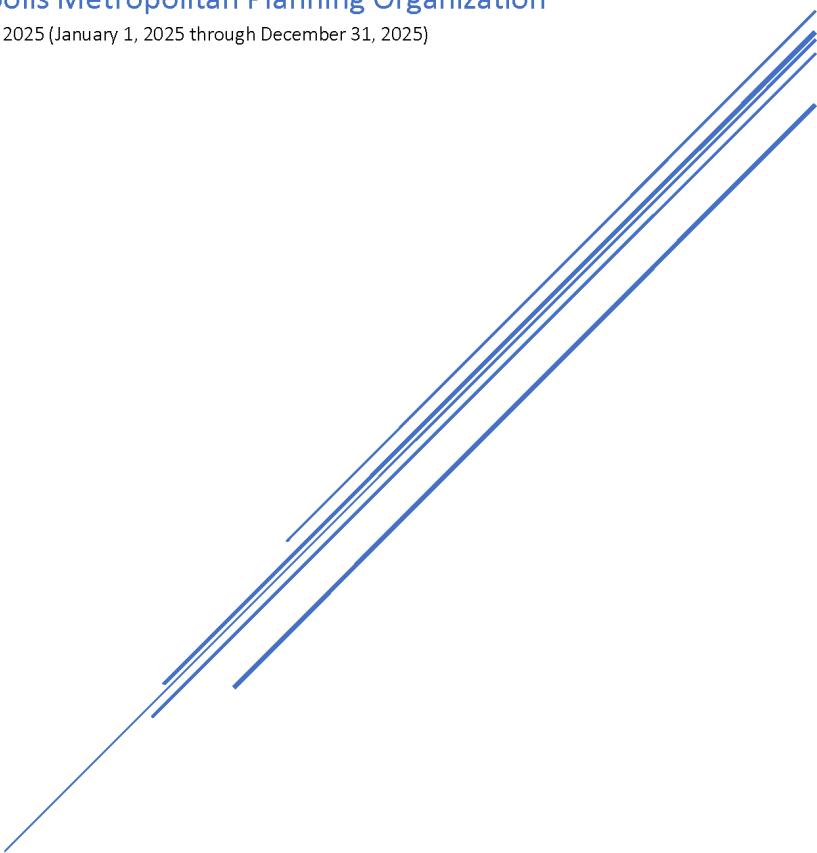
Date

Appendix I: INDOT-Approved IMPO 2025 Cost Allocation Plan

COST ALLOCATION PLAN

Indianapolis Metropolitan Planning Organization

Calendar Year 2025 (January 1, 2025 through December 31, 2025)



Calendar Year 2025 Indianapolis MPO Cost Allocation Plan:

The Indianapolis MPO no longer has a limited cost history for expenses, and will, moving forward, no longer use the 10% de minimus rate, but will calculate an Indirect cost rate based on an estimate of indirect costs divided by the 2025 Budgeted Direct Labor. The calculated indirect cost will be a fixed rate. At the end of the calendar year, a comparison between estimated and actual indirect costs will take place and the variance will be rolled forward for future rate calculations. Staff intends to conduct a full analysis of the cost allocation plan in 2025, after all 2024 expenses are finalized.

Contract Services: Legal, human resources, and financial services

Audit: Annual SBOA audit

Communication: Telephone services and internet access

Occupancy and Parking: Office space rental and parking expenses

Supplies: Consumable supplies

Equipment Rental, Maintenance & Depreciation: Books, subscriptions, references, equipment rental and maintenance

Postage/Shipping: Courier service, postage, and shipping fees

Printing /Copying: Printing services are generally structured as a chargeback with monthly billing RICOH, but occasionally involve larger and more complex custom jobs with RICOH or third-party vendors

Dues, Subscriptions & Memberships: Registration fees, organizational membership dues

Insurance: Non-employee related insurance

Information Technology: The IMPO has contracted with Information Services Agency (ISA) for IT services. The full budgeted cost will be included as *Indirect Software*. This budgeted amount includes the software that is central to administration of the IMPO: financial, eTIP, Adobe and Microsoft Office suites, and human resources information systems. Only NeoGov, NetSuite, and Microsoft licenses qualify as *Indirect Software*, which account for approximately 30% of IMPO's anticipated 2025 software budget.

Indirect Salaries

Fringe Benefits

The Indianapolis MPO's fringe benefits include:

- Holidays
- Paid Time Off
- Health Insurance
- Life Insurance
- Short-Term & Long-Term Disability Insurance

- Public Employee Retirement Fund (PERF) contributions
- Federal Insurance Contribution Act (FICA) contributions
- Federal Unemployment Tax Act (FUTA) contributions
- State Unemployment Tax Act (SUTA) contributions
- Professional Fee Reimbursement
- Child Care Flexible Spending Account

The IMPO offers a standard but competitive list of fringe benefits. Full descriptions of each IMPO fringe benefit may be found in the IMPO employee manual.

Fringe, Indirect, & Overhead Rates

1	Gross Salaries	\$1,087,554
2	Direct Holiday	\$55,018
3	Direct Paid Time Off (PTO)	\$128,755
4	Total Direct PTO Pay (2+3)	\$183,773
5	Direct Health Insurance & Other Benefits	\$207,229
6	Direct Retirement (PERF)	\$128,727
7	Direct FICA (MEDI+SS), SUTA, FUTA	\$91,003
8	Indirect Labor	\$165,264
9	Indirect Holiday	\$9,654
10	Indirect Paid Time Off (PTO)	\$28,400
11	Total Indirect PTO Pay (9+10)	\$38,054
12	Indirect Health Insurance & Other Benefits	\$39,160
13	Indirect Retirement (PERF)	\$27,333
14	Indirect FICA (MEDI+SS), SUTA, FUTA	\$15,364
15	Indirect Contracts	\$303,459
16	Indirect Software	\$84,640
17	Other Indirect	\$18,251
18	Total Direct Fringe Benefits (5+6+7)	\$426,959
19	Total Direct Labor (1-8)	\$922,290
FR	Fringe Rate (18 / 19)	0.46
IR	Indirect Rate (8 / 19)	0.18
OR	Overhead Rate (FR + IR)	0.64

The table to the left shows budgeted totals for 2025. This table shows a comprehensive summary of the IMPO's direct and indirect expenses.

Indirect Cost Estimate FY 2025

Legal Fees	\$150,000
Audit Fees	\$25,000
Courier Service	\$30
HR Services	\$80,000
Finance Services	\$20,000
Supplies	\$600
Telephone & Cell Phone	\$1,800
Postage & Shipping	\$250
Printing & Copying	\$105
Books, Subscriptions, References	\$500
Rent & Other Occupancy Expense	\$60,000
Parking Garage Expense	\$10,200
Equipment Rental & Maintenance	\$20,000
Depreciation Expense	\$12,729
Registration Fees	\$1,400
Insurance	\$6,624
Membership Dues	\$7,500
Bank Fees	\$5,400
IT Services	\$50,000
Software Licenses	\$55,800
Indirect Salaries	\$165,264
TOTAL	\$673,202
YE2024 Adjustment	\$0

Staffing

The Indianapolis Metropolitan Planning Organization has fifteen (15) full-time staff comprised of one office manager, ten professional planners, two financial analysts, one engagement specialist, and one data modeler. The 15 IMPO staff positions are identified in the table to the right.

IMPO staff is organized into four Sections: Administrative, Planning, Programming, and Data. As a solution to long management tenures and high levels of turnover among junior staff, the IMPO reorganized its menu of job descriptions to account for greater specialization and incremental growth.

Data modelers, managers, administrative staff, and financial analysts are now described in greater detail, and new positions were added to enable incremental progression and clearer goals for junior staff (e.g. Planner I, Planner II, Financial Analyst I, Financial Analyst II). In the past, the IMPO has often employed interns and graduate assistants to assist with various projects.

Indirect Salaries

Under the new organizational structure, many financial, human resources, and contract management roles are being covered by full-time staff. The table to the right identifies positions that have assumed administrative responsibilities and the percent of their salaries and benefits which will be applied toward IMPO's indirect rate.

	IMPO Job Title	# of Employees
Admin	Administrative Assistant	
	Office Manager	1*
	Human Resources	
	Attorney	
	Chief Financial Officer	
Planners	Engagement Specialist I	1
	Planner I	
	Planner II	
	Senior Planner I	4
	Senior Planner II	
Modelers	Principal Planner I	1
	Data Modeler I	
	Data Modeler II	1
Finance	Financial Analyst I	
	Financial Analyst II	1
	Senior Financial Analyst I	1
	Senior Financial Analyst II	
Managers	Principal Planner II - Data	1
	Principal Planner II - Planning	1
	Principal Planner II - Grant Management	
	Principal Planner III-Senior Management	1
	Deputy Director	1
	Executive Director	1
Total Employees		15

**Officer manager will retire April 2025, new officer manager will slightly overlap, briefly totaling 16 employees*

Position	% Indirect Time
Executive Director	40%
Deputy Director	40%
Principal Planner III	30%
Principal Planner II	0%-20%
Senior Financial Analyst I	30%
Planners+Financial Analyst	0%-5%
Office Manager	40%

1	2	3	4	5	6	7	8
Gross Salaries	PTO	Health Insurance & Benefits	PERF & Retirement Benefits	FICA	Indirect Labor	Total Fringe Benefits (3+4+5)	Total Direct Labor (1-6)
\$1,087,554	\$166,809	\$227,631	\$110,394	\$156,060	\$165,264	\$494,085	\$922,290

Fringe Rate = Fringe (+ YE Adjustment)/Direct Labor = 426,959/922,290 = .46

Indirect Rate = Indirect Cost (+ YE Adjustment)/Direct Labor = 165,264/922,290 = .18

Overhead Rate = Fringe Rate + Indirect Rate = 0.64

Certification of Cost Allocation Plan

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal, DATE establishing cost allocations or billings for Fiscal Year 2025 (January 1, 2025 through December 31, 2025) are allowable in accordance with the Federal award(s) to which they apply and the provisions of 2 CFR 200. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct to the best of my knowledge.


Signature

6/12/2024

Date

Anna Gremling
Executive Director
Indianapolis Metropolitan Planning Organization



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 TP
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Eric Holcomb, Governor
Michael Smith, Commissioner

June 17, 2024

Ms. Anna Gremling, Executive Director
Indianapolis Metropolitan Planning Organization
City County Building, Suite 2322
200 East Washington Street
Indianapolis, IN 46204

Dear Ms. Gremling:

INDOT has reviewed the CY 2025 Cost Allocation Plan presented by Indianapolis MPO for the period of January 1, 2025 through December 31, 2025.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your CY 2025-2026 UPWP for future reference. Should the indirect rates change during the CY 2025 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe 46%

Indirect 18%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. I. Nsonwu'.

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

CC: E. Tait
 J. Mitchell
 File

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Next Level
INDIANA

Appendix J: IMPO Policy Board Resolutions

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A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING THE 2025-2026 UNIFIED PLANNING WORK PROGRAM (UPWP)

Resolution Number 24-IMPO-014

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, INDOT requires an FTA, FHWA, Transportation Policy Committee, and State-approved UPWP as a precondition to executing a grant agreement for the IMPO’s federal funding allocation; and

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: The Indianapolis Metropolitan Planning Organization’s 2025-2026 UPWP for the Indianapolis Metropolitan Planning Area is approved and adopted.

SECTION 2: The Executive Director is authorized to enter into a grant agreement with the Indiana Department of Transportation (INDOT) associated with accomplishing the UPWP and may make adjustments to the document and activities table as necessary to satisfy comments from State and Federal regulators.

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 6: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 5th day of June, 2024.

DocuSigned by:

Mark W. Myers

B3B603D2709F410

Chair, Indianapolis MPO Transportation Policy Committee



Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
AUTHORIZING A SINGLE REGIONAL APPLICATION FOR THE CHARGING AND
FUELING INFRASTRUCTURE GRANT PROGRAM**

Resolution Number 24-IMPO-021

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; 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, the U.S. Department of Transportation’s Federal Highway Administration (“FHWA”) has released a Notice of Funding Availability with a \$500,000 minimum award threshold; and

WHEREAS, multiple IMPO member jurisdictions have expressed interest in pursuing this grant, metropolitan planning organizations are eligible applicants, and procurement, grant management, and oversight efficiencies can be realized with a single regional application.

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

SECTION 1: The Indianapolis Metropolitan Planning Organization is authorized to submit a single regional application for the Charging and Fueling Infrastructure grant program.

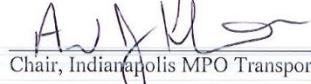
SECTION 2: That any prior action taken by the Executive Director or any staff necessary in connection with the items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

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 21st day of August, 2024.


Chair, Indianapolis MPO Transportation Policy Committee


Amy M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

2025-2026 Indianapolis MPO Unified Planning Work Program (Year 2)

Des # 2400018
UEI# DYDNSJ6R3VU7

NOTE: Funding in Elements 700, 800, and 900 will come from non-federal transportation sources and will not be included in the IMPO's INDOT grants.

A portion is for CWF display purposes only - Other funds used than just federal planning (FE) funds and FE match

2026 Revenues

2026 Combined Planning Grant Estimate (FHWA Planning Funds + FTA 530
Set-Aside: 2.5% IIJA Safety
Rollover 2025 Combined Planning Grant into 2026

Increasing Safe & Accessible Transportation Options

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities "to increase safe and accessible options for multiple travel modes for people of all ages and abilities." Up to 2.5% may be used as 100% federal.

	\$4,652,887	\$1,040,626	\$5,693,513
2026 MPO Policy Board Government Relations	\$0	\$60,000	\$60,000
Memberships Match	\$0	\$5,000	\$5,000
Local Planning Project Match	\$0	\$100,000	\$100,000
Safe Streets for All Grant	\$480,000	\$120,000	\$600,000
IndyGo Eastside Mobility Hub TOD Project	\$300,000	\$75,000	\$375,000
IndyGo Red Line After Study	\$0	\$40,000	\$40,000
IndyGo On Board Survey	\$0	\$77,400	\$77,400
EPA Climate Pollution Reduction Grant	\$20,000	\$0	\$20,000
	\$800,000	\$477,400	\$1,277,400
	<hr/>	<hr/>	<hr/>
	\$5,652,887	\$1,518,026	\$7,170,913

B Plan to Achieve Vision Zero	Federal \$70,192
C Active Transportation Planning	\$25,000

Modifications & Amendments

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING THE YEAR #2 AMENDMENT TO THE 2025-2026 UNIFIED PLANNING
WORK PROGRAM (UPWP)**

Resolution Number 25-IMPO-014

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, INDOT requires an FTA, FHWA, Transportation Policy Committee, and State-approved UPWP as a precondition to executing a grant agreement for the IMPO’s federal funding allocation; and

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: The Year #2 Amendment to the Indianapolis Metropolitan Planning Organization’s 2025-2026 UPWP for the Indianapolis Metropolitan Planning Area is approved and adopted.

SECTION 2: The Executive Director is authorized to enter into a grant agreement with the Indiana Department of Transportation (INDOT) associated with accomplishing the UPWP and may make adjustments to the document and activities table as necessary to satisfy comments from State and Federal regulators.

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 6: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 20th day of August, 2025.

Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization



Memo

To: Transportation Technical Committee Members
From: Cole Jackson, IMPO
Date: August 13, 2025
Re: IMPO Local Planning Grant Program

The Indianapolis Metropolitan Planning Organization (IMPO) recently held a call for projects under its Local Planning Grant Program. This program provides funding to local public agencies to support studies and planning initiatives. Since its inception, the program has successfully funded projects in 2017, 2018, and 2022, resulting in the development of 22 plans for 19 local public agencies across Central Indiana. The 2025 cycle opened for applications in early June. Procurement for recommended projects is expected in the fall to ensure project launches in early 2026. This initiative also marks the beginning of a consistent annual schedule for the planning grant program.

The IMPO contribution is up to \$100,000 per planning project. Local agencies are required to provide a minimum of a 20% local match. Projects should be billed completely by the end of 2026. Funding for projects is subject to approval of the IMPO budget.

The IMPO is recommending to fund five of the six received applications during this call for projects.. Recommended projects total \$474,720 in requested funds.

Recommended:

[Speedway – 16th Street Multimodal Corridor Study: Main Street to Mickley Avenue](#)

The 16th Street corridor between Main Street and Mickley Avenue is a critical arterial in Speedway that is overbuilt, underutilized, and on the IMPO's Regional High Injury Network with a road risk score of 4. Its proximity to schools (e.g., Fisher Elementary, Speedway Middle School, St. Christopher School), daycare centers, Leonard Park, and the Main Street retail district—combined with its role as a connector to IndyGo Routes 10 and 25 and the B&O Trail—underscores the urgent need for infrastructure improvements. This study will include road diet strategies, bike lane connectivity to the B&O trail, transit supportive infrastructure for route 10 and route 25, reduce reliance on single-occupancy vehicles (SOVs), Safety risks due to high crash rates and inadequate pedestrian/bicycle facilities, addressing congestion from SOV reliance which can be mitigated through multimodal options, improving accessibility for non-vehicular users, hindering access to jobs, retail, and regional, and environmental threats, including flooding, urban heat island effects, and severe weather. Tasks include data collection and analysis, public engagement, conceptual design, and a final report with recommendations.

[McCordsville – Bike and Pedestrian Master Plan](#)

McCordsville is one of the fastest-growing communities in central Indiana, and its need for a safe, connected multimodal network has grown alongside development. This plan update seeks to close infrastructure gaps, address barriers to safe pedestrian and bicycle travel, and provide an implementation-ready framework that reflects the Town's recently adopted comprehensive plan. Key challenges include accommodating growth while

preserving walkability, addressing safety concerns along key corridors (e.g., CR 600W and CR 800N), and supporting vulnerable users such as school-age children and those without access to a vehicle.

City of Indianapolis - Arlington Avenue Corridor Study

The *Arlington Avenue Corridor Planning Study* in Indianapolis is focused on developing a comprehensive vision and set of recommendations to improve safety, connectivity, and mobility for all users along Arlington Avenue between 56th Street and Lick Creek. This study opens up the opportunity to study connecting the Pleasant Run Trail and Pennsy Trail. The study also aims to identify multimodal infrastructure improvements, reduce traffic-related injuries and fatalities, and support future corridor development. Key tasks include an existing conditions analysis, vision & goal setting, concept development, and a draft plan that allows for easy transition into design and NEPA.

Whitestown – Bike and Pedestrian Master Plan Update

Whitestown adopted its first Bicycle and Pedestrian Master Plan in 2018 to guide the development of a safe, accessible, and connected active transportation network. Since then, the town has experienced rapid population and economic growth, including major residential and employment expansion along the I-65 corridor. The Big 4 Trail has become a key asset, linking Whitestown to Zionsville and eventually to Lebanon and other Boone County communities. This project aims to update the plan to reflect current growth, improve safety and accessibility, and strengthen regional trail and sidewalk connectivity. The update will address infrastructure gaps, improve non-motorized access to key destinations, and integrate green infrastructure to mitigate flooding and heat. It will also include Vision Zero strategies, ADA compliance, and coordination with regional partners to create a safe, resilient, and inclusive network. Tasks include existing conditions assessment and safety analysis, community and stakeholder engagement, network expansion and regional connectivity recommendations, design standards and policy update for safety and accessibility, and implementation strategy and funding plan.

Hamilton County - 146th Street and River Road Feasibility Study

The project at 146th Street and River Road in Hamilton County involves evaluating potential intersection improvements due to increasing traffic volumes and safety concerns. The study aims to identify feasible solutions that address congestion, improve traffic operations, and enhance safety for all users. Tasks include analyzing existing traffic conditions and safety, conceptual roadway design, conceptual bridge design, red flag investigation, and initial utility coordination.

Summary:

Agency	Project	Total Cost	MPO Cost	LPA Match	Score	Notes
Speedway	16th Street Multimodal Corridor Study	\$125,000	\$100,000	\$25,000	100	Recommended
McCordsville	Bike and Pedestrian Master Plan	\$100,000	\$80,000	\$20,000	100	Recommended
Whitestown	Bicycle and Pedestrian Master Plan	\$125,000	\$100,000	\$25,000	93	Recommended
Indianapolis	Arlington Avenue Corridor Study	\$125,000	\$100,000	\$25,000	90	Recommended
Hamilton County	146th Street and River Road Feasibility Study	\$118,400	\$94,720	\$23,680	65	Recommended

Speedway	Multimodal and Pedestrian Connectivity Plan	\$115,000	\$92,000	\$23,000	80	Not recommended
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MPO staff is requesting approval from the Transportation Policy Committee to fund these five planning projects. If approved, the IMPO will release RFPs in collaboration with each applicable agency for the projects.

Please contact me at cole.jackson@indympo.gov should you have any questions.

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING FUNDING FOR LOCAL PLANNING GRANT
PROJECTS**

Resolution Number 25-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, the IMPO hosted a 2025 call for projects for access to funding through the Local Planning Grant Program to allow local public agencies to complete planning studies within their community

WHEREAS, the proposed planning projects were reviewed and scored based on their ability to further the goals of the 2050 Metropolitan Transportation Plan and the IMPO recommended five projects; and

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

SECTION 1: That the IMPO Policy Committee authorizes the Executive Director of Indianapolis Metropolitan Planning Organization to fund the five project applications received during the 2025 Indianapolis MPO Technical Assistance Program call for projects as funding becomes available.

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 20th day of August, 2025.

Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization



Memo

To: IMPO Transportation Policy Committee

From: Andrea Miller, Indianapolis MPO

Date: August 7, 2025

Re: 2025 Annual Safety Report

In 2022 the IMPO's Safe Streets and Roads for All Safety Action Plan (or Safety Action Plan) 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. This Annual Safety Report, to be published each year, fulfills the progress reporting aspect of the plan and will track the Indianapolis MPA's progress towards its Vision Zero Resolution of reducing serious and fatal crashes by 35% by 2040. (2020 serves as the baseline year for achieving the reductions to serious and fatal crashes.)

Since the 2024 Annual Safety Report an important definition change has been made to "serious crashes". Serious crashes within this report are derived from the "Suspected Serious Injury" or "SSI" category in Indiana's crash reporting system, ARIES (Automated Reporting Information Exchange System). This marks a change from previous Annual Safety Reports which utilized "incapacitating injury" for serious crashes and is a result of the transition from ARIES 5 to ARIES 6. It is important to note that this transition has been occurring on a rolling basis from 2020 through 2023, resulting in different jurisdictions updating to ARIES 6 and its use of "SSI" at different times. As a result not only will serious crash numbers differ in this annual safety report from previous years, but SSI numbers prior to 2023 will have some margin of error. This inconsistency comes as an unavoidable part of needed system updates to ARIES. As additional years of data become available in the future the IMPO will look towards 2023 as its new benchmark to ensure data definition consistency.

In the 2025 Annual Safety Report IMPO staff has used the most recent full year of data available for analysis, which is from 2024. Key findings from the 2025 Annual Safety Report include:

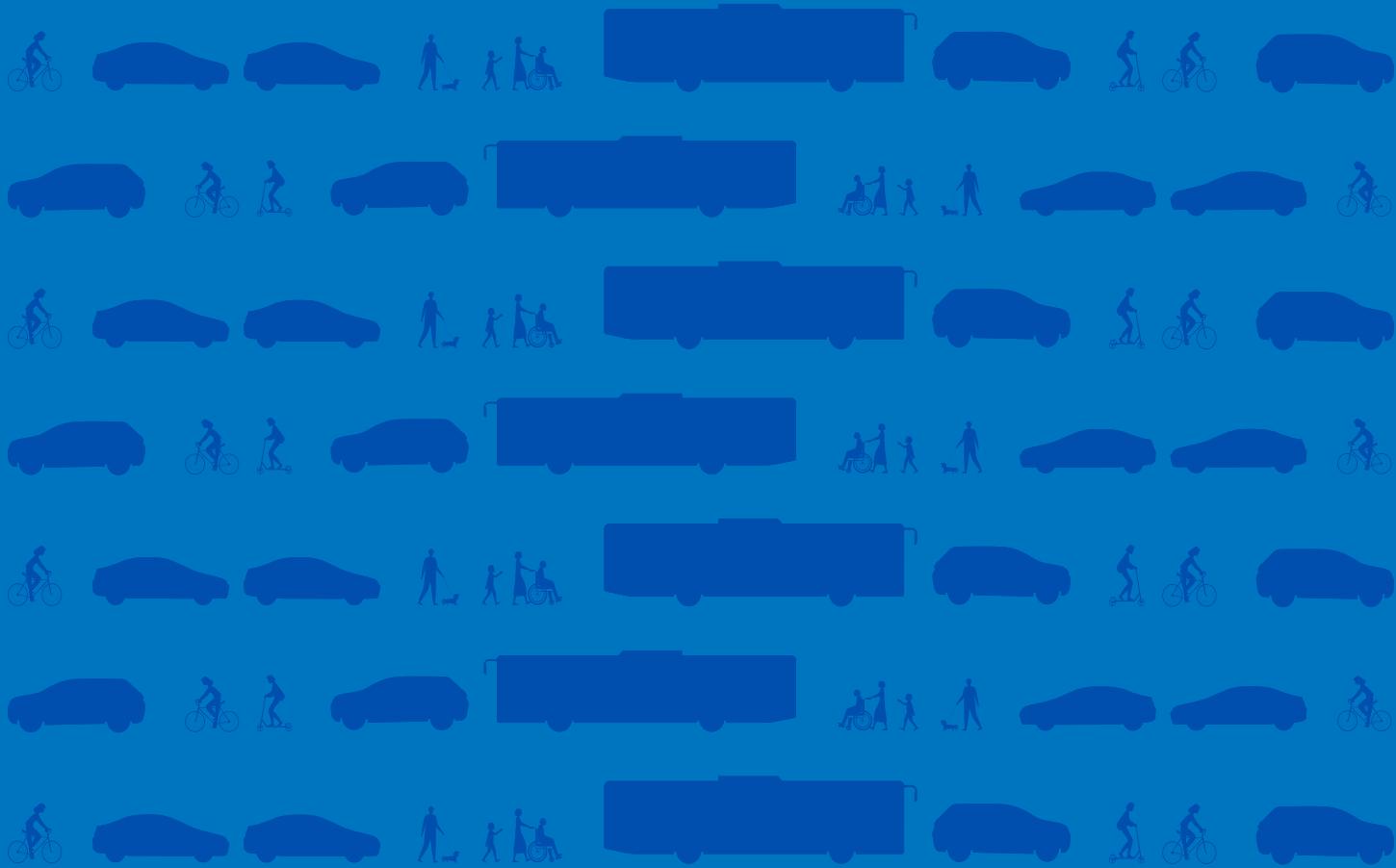
- While fatal crashes have declined or held steady since 2022 serious crashes have seen consistent increases except for 2022. The rise in serious crashes has led to an overall rise in combined serious and fatal crashes. Currently the IMPO is not meeting its Vision Zero goal.
- In 2024, 126 people were killed in car crashes.
- Pedestrians and bicyclists accounted for 14% and 3% respectively of fatal and serious crashes overall in 2023. In 2023, of the fatal and serious crashes pedestrians accounted for 14% and bicyclists were 3% of the data. However, when filtered to look at only fatal crashes the numbers jump to 29% for pedestrians and 4% bicyclists, demonstrating the enhanced vulnerability of those outside of a vehicle.

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

2025 IMPO Annual Safety Report

*Tracking progress
towards our
Vision Zero Goal*





A Note on Data Sources:

Crash Factor Matrix Tables: Previous years of the Crash Factor Matrix Table were provided by INDOT with IMPO staff clipping the data to the IMPO's MPA boundary using corrected latitude/longitude locations for fatal and incapacitating crashes. Beginning with data from 2020 tables have been generated by IMPO staff using the same methodology as INDOT, data generated from ARIES (Automated Reporting Information Exchange System) crash records, the official crash repository for the Indiana State Police.

MPA crash numbers: The MPA crash numbers came from the IMPO's corrected locations of the ARIES fatal and suspected serious injury (SSI) crashes. Additional information regarding recent data definition updates can be found under "Data Definitions and Changes" on page 5 of this report.

State crash numbers: INDOT Office of Traffic Safety.



The Indianapolis Metropolitan Planning Organization (IMPO) values each individual's civil rights and wishes to provide equal opportunity and equitable service. As a recipient of federal funds, the IMPO conforms to Title VI of the Civil Rights Act of 1964 (Title VI) and all related statutes, regulations, and directives, which provide that no person shall be excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance from the IMPO on the grounds of race, color, age, sex, sexual orientation, gender identity, disability, national origin, religion, income status or limited English proficiency. The IMPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, regardless of whether those programs and activities are federally funded. For any and all inquiries regarding the application of this accessibility statement and related policies, please view the IMPO Title VI page, indympo.org/policies.

If information is needed in another language, contact 317-327-8601. Si se necesita información en otro idioma, comuníquese con 317-327-8601.

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.



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Overview and Purpose

Ensuring safe, accessible, and desirable transportation in Central Indiana is integral to the Indianapolis Metropolitan Planning Organization's (IMPO) mission. Each year hundreds of people are involved in serious and fatal crashes within the IMPO's planning area. Recognizing the need to address this issue the Indianapolis Transportation Policy Committee approved a new Vision Zero Resolution in 2022 that updated the 2018 Vision Zero Resolution to include goals and deadlines for reducing fatal and serious crashes.

"This Vision Zero Resolution sets forth a goal of reducing serious and fatal crashes by 35% by the year 2040."
- 2022 Vision Zero Resolution

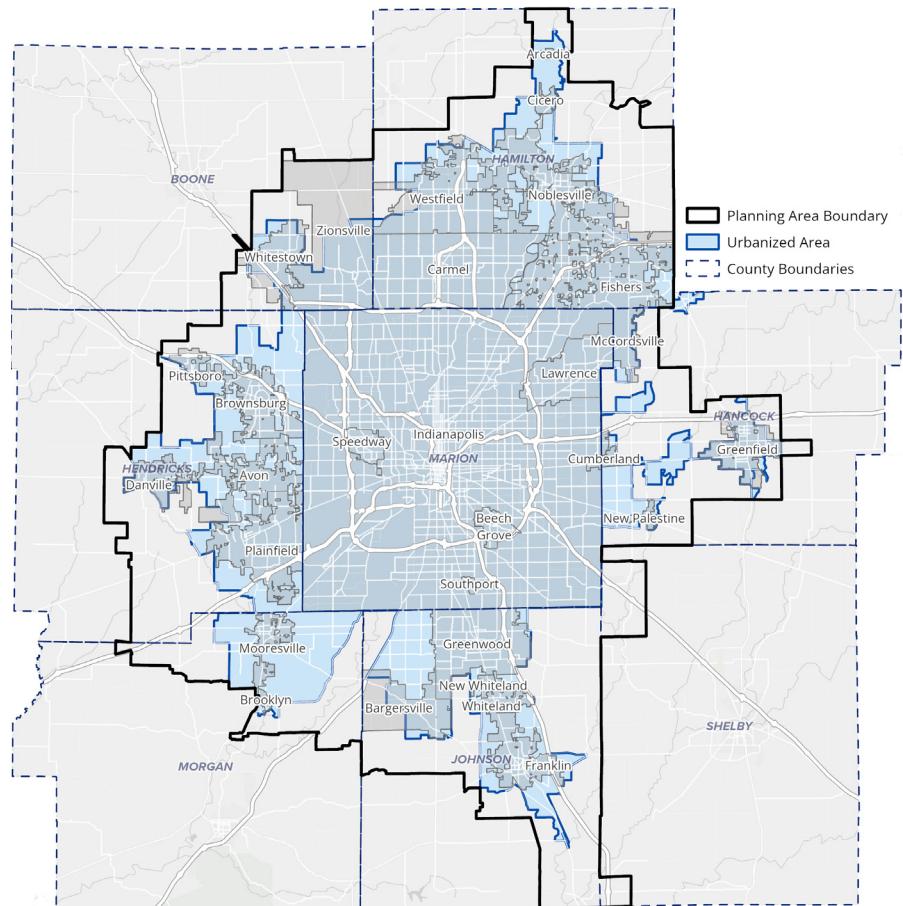
This update came as part of the planning process for Central Indiana's Safe Streets and Roads for All Safety Action Plan, and represents a new phase of the IMPO's commitment to improving traffic safety in its planning area. As part of this commitment the IMPO created this Annual Safety Report to provide additional transparency for tracking and addressing safety issues.

The IMPO's Planning Area

The IMPO plans and programs funding within a specific area known as the Metropolitan Planning Area (MPA). The MPA includes the urbanized area of Central Indiana (areas that are mostly developed, identified on the map by the Urbanized Area Boundary - UAB) plus the areas that are expected to urbanize over the next 20 years. The MPA is the area in which the IMPO will be working to achieve its Vision Zero goal, and for which all fatal and serious crash statistics will be derived from in this report unless otherwise specified. Crashes on INDOT-controlled facilities or other privately owned roads have been excluded from this report as they are not within the jurisdiction of IMPO members.

Data Definitions and Changes

Serious crashes within this report are derived from the "Suspected Serious Injury" or "SSI" category in Indiana's crash reporting system, ARIES (Automated Reporting Information Exchange System). The SSI definition consists of the following Injury Nature types in the ARIES data – Crush, Fracture/Dislocation, Internal, Paralysis, Severe Bleeding, Severe Burn, Severed, Unconscious. This marks a change from previous Annual Safety Reports which utilized "incapacitating injury" for serious crashes and is a result of the transition from ARIES 5 to ARIES 6. It is important to note that this transition has been occurring on a rolling basis from 2020 through 2023, resulting in different jurisdictions updating to ARIES 6 and its use of "SSI" at different times. As a result not only will serious crash numbers differ in this annual safety report from previous years but SSI numbers prior to 2023 will have some margin of error. This inconsistency comes as an unavoidable part of needed system updates to ARIES. As additional years of data become available in the future the IMPO will look towards 2023 as its new benchmark to ensure data definition consistency.



Tracking Progress Towards Our Vision Zero Goal

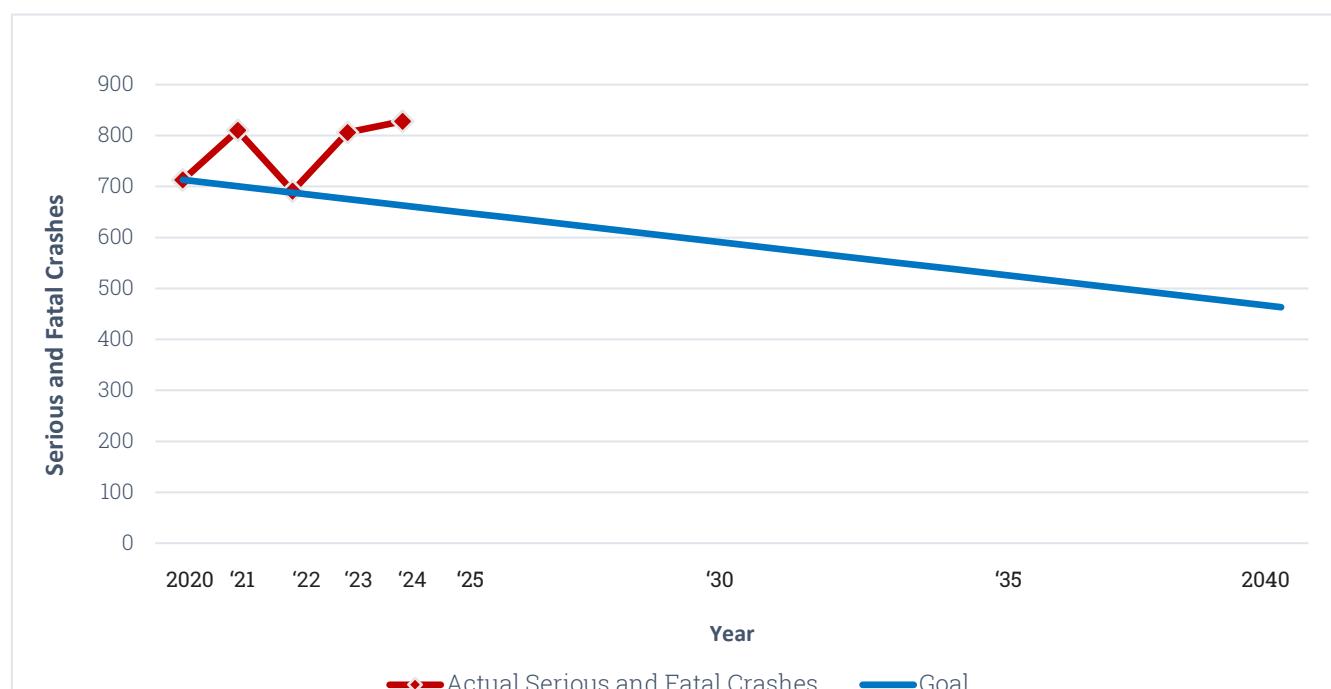
Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2018	-	-	-
2019	0.6%	-7.1%	-1%
2020	20.8%	25.7%	22%
2021	13.8%	12.9%	14%
2022	-16.5%	-6.7%	-15%
2023	20.8%	0.0%	17%
2024	5.8%	-12.2%	3%

Across the MPA no clear long standing trends emerge in either fatal or serious crashes. 2020 and 2021 saw dramatic increases in both fatal and serious crashes - something that was broadly experienced across the US and is widely attributed to changes in traffic patterns and behaviors during the pandemic. From 2022 through 2024 fatal crashes declined or held steady, however serious crashes rose 2023-24.

The Vision Zero Resolution of a 35% reduction in fatal and serious crashes by 2040 uses the year 2020 as a baseline. In order to achieve Vision Zero fatal and serious crashes need to decrease 1.75% from 2020 numbers annually. In 2022 the MPA saw a decrease in both fatal and serious crashes. 2023 and 2024 saw fatal crashes even out and then decline again. However, serious crashes rose in both those years leading to a combined percentage increase.

Progress Towards Vision Zero Goal



Fatal and Serious Crashes in the MPA

In 2024 there were 122 fatal crashes in the MPA. An additional 706 crashes resulted in people who were seriously injured. While fatal crashes have seen modest decreases from the peak seen in 2021 serious crashes have yet to see a similar downward trajectory.

All Fatal and Serious Crashes (Vehicles, Pedestrians, & Pedalcyclists)

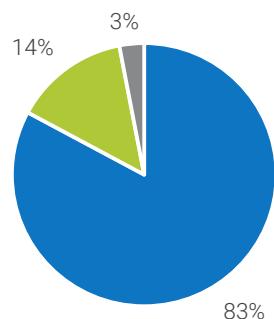
Year	Number of Serious Crashes	Number of Fatal Crashes	Total Number of Serious and Fatality Crashes
2018	478	113	591
2019	481	105	586
2020	581	132	713
2021	661	149	810
2022	552	139	691
2023	667	139	806
2024	706	122	828
Total 2018 - 2024	4,126	899	5,025

Behind each of these numbers is a real person - over a six year period from 2018 through 2024 899 fatal crashes occurred. When looking at individuals 945 people lost their lives on local roads in the Indianapolis MPA.

Crash Breakdown by Travel Mode

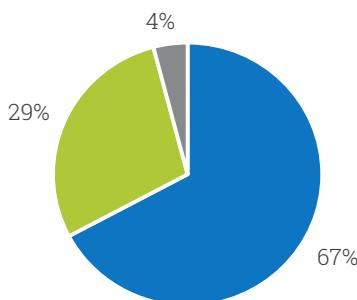
For all fatal and serious crashes 83% involved vehicles, 14% pedestrians, and 3% bicyclists. When filtering to look only at fatal crashes the percentage of crashes jumps to 29% for pedestrians and 4% for bicyclists, demonstrating the enhanced vulnerability of those outside of a vehicle.

Fatal & Serious Crashes by Travel Mode (2024)



■ Vehicles ■ Pedestrians ■ Bicyclists

Fatal Crashes by Travel Mode (2024)



■ Vehicles ■ Pedestrians ■ Bicyclists

Changes in Crashes in the MPA and at the State Level

Comparing the MPA with the State

Changes in Crashes in Indiana

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2020	9%	9%	9%
2021	15%	3%	12%
2022	3%	10%	4%
2023	44%	3%	36%
2024	-2%	-7%	-3%

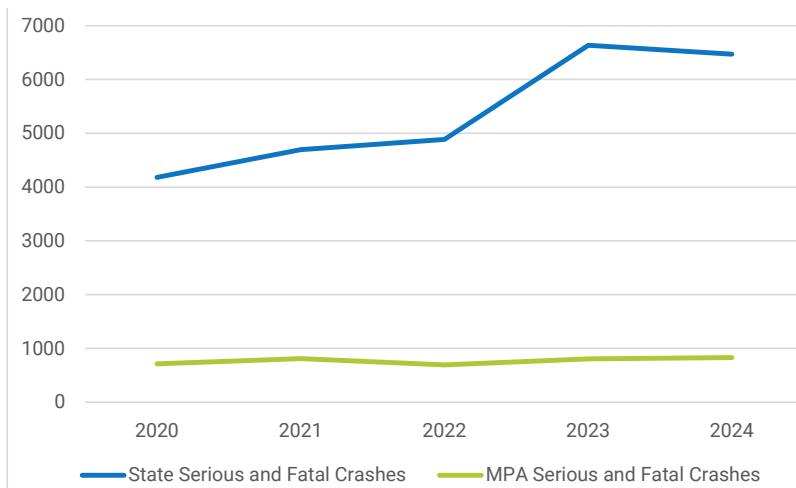
From 2020 through 2023 Indiana overall saw consistent increases in both serious and fatal crashes. 2024 however shows a decrease in both.

Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2020	20.8%	25.7%	22%
2021	13.8%	12.9%	14%
2022	-16.5%	-6.7%	-15%
2023	20.8%	0.0%	17%
2024	5.8%	-12.2%	3%

The Indianapolis MPO's planning area has generally seen increases in both serious and fatal crashes with a handful of exceptions: in 2022 both serious and fatal crashes decreased, and then again in 2024 fatal crashes decreased after holding steady in 2023.

State and MPA Comparison of Serious and Fatal Crashes



Change in crashes between the IMPO and broader state do not appear to be strongly correlated. Crashes in the MPA made up anywhere from 12% to 17% of all crashes in the state.

Moving Forward in Addressing Serious and Fatal Crashes

The trend on fatal and serious crashes is unlikely to reverse itself without intervention. The question of where to start, however, can be overwhelming for a community. The following section of this report provides supporting information intended to assist our local public agencies in designing interventions to reverse the trends. It also provides updates regarding the work the IMPO is doing to support traffic safety.



Crash Factors in the MPA

Crash factor matrices provide insight into the contributing factors, locations, and environmental conditions of fatal and serious crashes. For example, unrestrained occupants are a leading crash factor for both serious injuries and fatalities. Other instances show the multiplicative effects crash factors can have on each other - lane departures where the occupants are not wearing a seatbelt are more likely to result in serious injury or a fatality.

Serious Injuries and Fatalities 2023-2024		Urban	Rural	Light	Dark	Clear/Dry Road Conditions	Not Clear/Wet Road Conditions	Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone
		Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone						
Intersection	949	103	673	375	889	163															9	26
Lane Departure	515	129	356	285	509	136	192	172	66	10	0	12	2	114	67	89	52	28	18	13		
Speeding	380	61	216	221	345	96	209	172	61	10	0	12	3	116	71	41	63	3	2	8		
Alcohol	119	28	39	108	119	28	75	66	61	6	0	8	2	46	9	13	13	2	0	5		
Drugs	18	3	10	11	19	2	13	10	10	6	0	2	2	5	1	0	2	0	0	1		
Large Vehicle	4	0	4	0	4	0	1	0	0	0	0	1	1	1	0	0	1	0	0	0		
Pedestrian	277	12	113	177	237	53	111	12	12	8	2	1	0	0	5	18	24	1	5	0	11	
Bicycle	58	6	39	24	59	5	33	2	3	2	2	1	0	0	2	0	7	2	0	0	0	
Unrestrained Occupants	314	52	238	127	329	37	177	114	116	46	5	1	5	2	23	58	131	6	2	13		
Young Drivers	180	20	102	98	159	41	115	67	71	9	1	0	18	0	23	17	16	7	2	4		
Older Drivers	293	41	275	59	293	41	196	89	41	13	0	0	24	7	58	17	37	13	3	6		
Motorcycles	207	38	152	92	227	18	132	52	63	13	2	1	1	2	131	16	37	3	3	2		
Distracted Drivers	49	8	35	22	53	4	17	28	3	2	0	0	5	0	6	7	13	3	1	0		
Drowsy	23	2	12	13	21	4	9	18	2	0	0	0	0	0	2	2	3	3	1	1		
Work Zone	45	4	28	21	39	10	26	13	8	5	1	0	11	0	13	4	6	2	0	1		

Fatalities 2023 - 2024		Urban	Rural	Light	Dark	Clear/Dry Road Conditions	Not Clear/Wet Road Conditions	Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone
		Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone						
Intersection	109	11	64	54	99	21														0	3	
Lane Departure	58	22	39	39	62	18	19	31	8	0	0	2	0	19	8	11	6	2	0	4		
Speeding	61	12	26	45	56	17	36	31	10	0	0	2	0	17	12	6	11	0	0	1		
Alcohol	17	3	2	18	14	6	10	8	10	0	0	1	0	7	1	4	2	0	0	0		
Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Large Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pedestrian	71	1	18	54	62	10	21	2	2	1	0	0	0	1	4	3	0	1	0	4		
Bicycle	11	0	6	5	10	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0		
Unrestrained Occupants	45	9	29	25	45	9	27	19	17	7	0	0	1	0	0	0	10	19	0	0	2	
Young Drivers	22	1	6	17	17	6	10	8	12	1	0	0	4	0	0	0	0	2	1	0	0	
Older Drivers	31	5	26	10	30	6	18	11	6	4	0	0	3	0	10	0	0	8	1	0	0	
Motorcycles	35	5	20	20	35	5	24	6	11	2	0	0	0	0	19	2	8	0	0	0	0	
Distracted Drivers	3	0	1	2	2	1	1	2	0	0	0	0	0	1	0	1	1	0	0	0		
Drowsy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Work Zone	8	1	3	6	6	3	3	4	1	0	0	0	4	0	2	0	0	0	0	0		

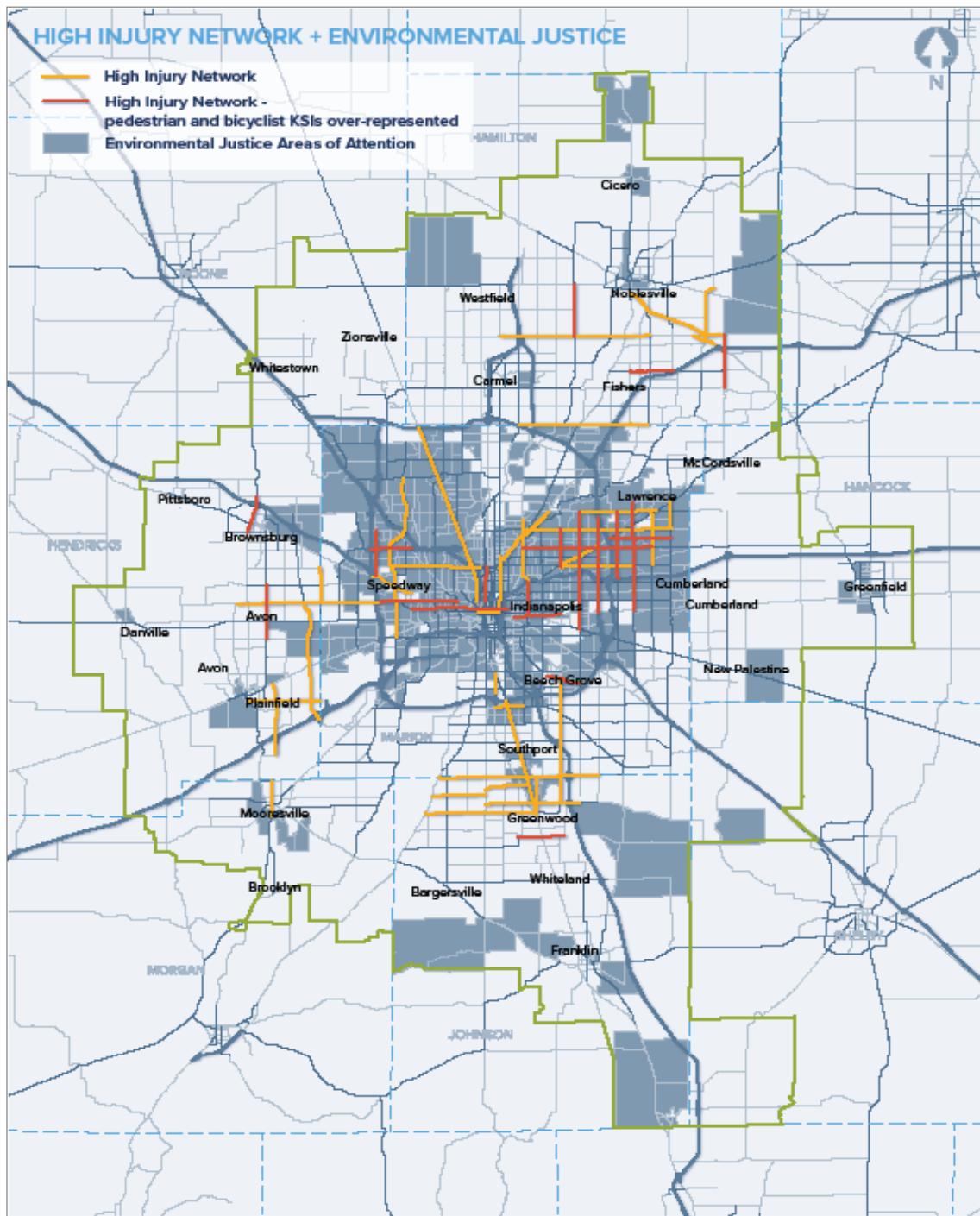
Crash Factor Summary for 2023-2024

Factor	Percentage Fatal Crashes Alone	Factor	Percentage of Serious Injury and Fatal Crashes
Intersection	45%	Intersection	64%
Lane Departure	30%	Lane Departure	39%
Pedestrian	28%	Speeding	27%
Speeding	27%	Unrestrained Occupants	22%
Unrestrained Occupants	21%	Older Drivers	20%

The Crash Factor Summary chart above shows the leading crash factors for fatal crashes alone, as well as combined serious injury and fatal crashes. Four of the five top factors are the same for both: intersections, lane departures, speeding, and unrestrained occupants. While percentages do vary the largest difference can be seen in the crash factors which are in only one column (pedestrians and older drivers). Pedestrians are involved in 28% of fatal crashes alone, but are not in the top five factors for the combined crashes. Conversely older drivers are involved in 20% of combined crashes, but are not a top factor for fatal crashes.

The High Injury Network

The High Injury Network (HIN) was identified during the IMPO's [2022 Safe Streets and Roads for All Safety Action Plan](#). The High Injury Network identifies the local corridors with the highest frequencies of crashes resulting in serious and fatal injuries within the MPA. It also identifies those where pedestrians and bicyclists are overrepresented. For a closer look at the HIN [visit the ArcGIS Map](#).



IMPO Funding Towards Safety

Each year local public agencies that are members of the IMPO go through a competitive process to determine which of their transportation projects are awarded the funding that the IMPO distributes. There are multiple funding programs that may be used for safety improvements. The Highway Safety Improvement Program (HSIP) program is exclusively used to improve safety, but certain projects funded under other categories often improve safety as well. For example, projects funded under the Transportation Alternatives Program (TAP) are intended to provide funding for alternative transportation projects but will often enhance safety by providing new or improved facilities for bicyclists and pedestrians. Projects are considered to have improved safety when the project includes any of the Proven Safety Countermeasures listed by the Federal Highway Administration. The following 2024 safety projects are those that were successfully sent to letting and received acceptable bids. Note that while the construction and right-of-way processes may take time, one can reasonably assume that these projects either began construction in 2024 or shortly after.

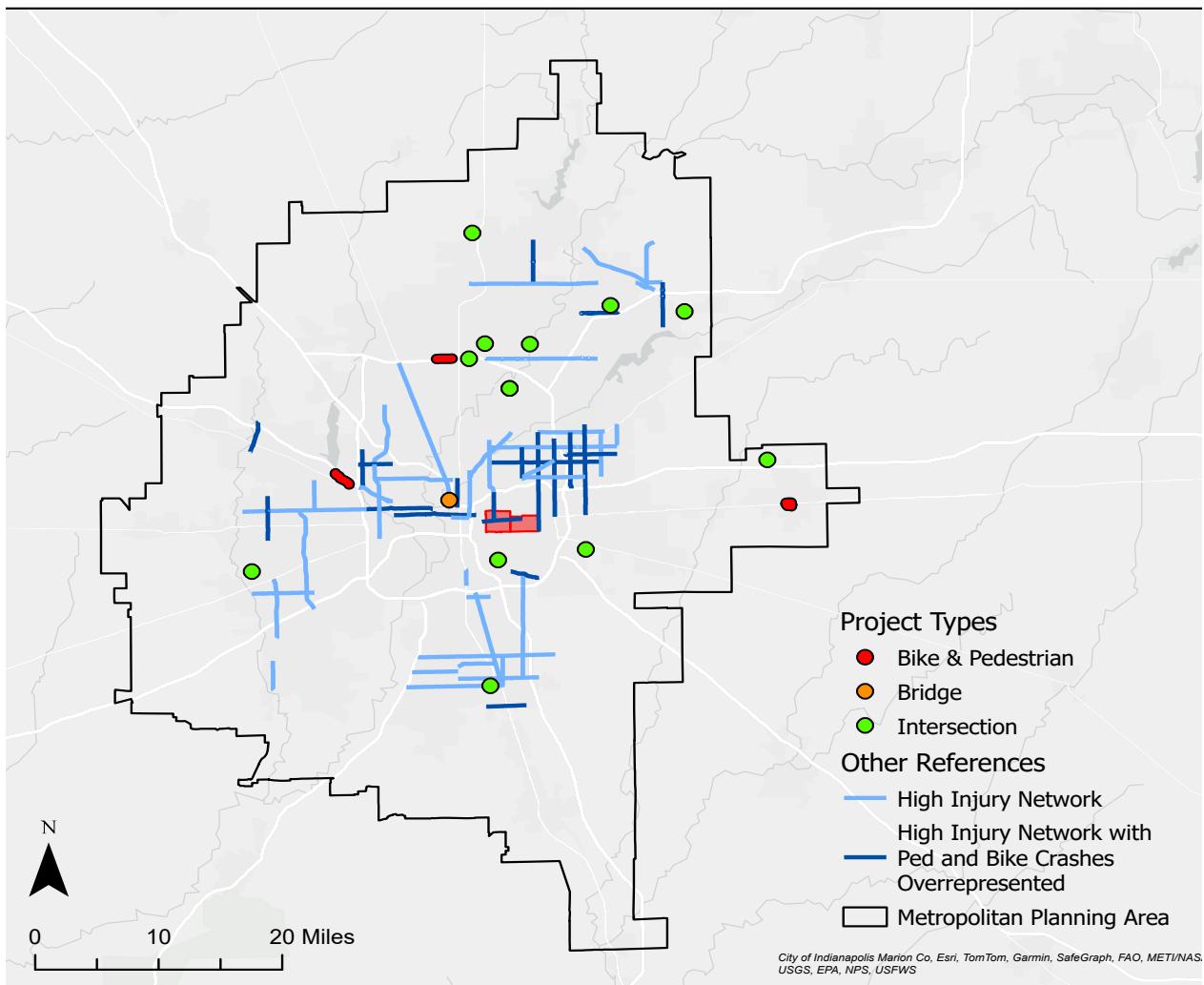
2024 Safety Projects with Distributed Funding

Member Agency	Project Title	Project Type	Total Cost
Carmel	96th St Path, Ditch Rd to Spring Mill	Bicycle Enhancement	\$5,574,654
Fishers	126th St & Southeastern Pkwy Roundabout	Intersection or Intersection Groups	\$5,200,934
Carmel	106th and Westfield Roundabout	Intersection or Intersection Groups	\$4,711,851
Greenfield	Riley Literary Trail	Bicycle Enhancement	\$4,558,713
Carmel	106th St and Hazel Dell Pkwy Roundabout	Intersection or Intersection Groups	\$3,806,886
Carmel	96th St & College Ave Roundabout	Intersection or Intersection Groups	\$3,502,538
Westfield	181st & Wheeler Rd Roundabout	Intersection or Intersection Groups	\$3,203,000
Fishers	131st & Howe Rd Intersection Improvement Project	Intersection or Intersection Groups	\$3,165,000
Greenwood	Smith Valley Rd & Averitt Rd Roundabout	Intersection or Intersection Groups	\$3,055,200
Indianapolis	Post Road & Raymond Street Roundabout	Intersection or Intersection Groups	\$2,926,875
Plainfield	Avon Ave. & CR 300 S Roundabout	Intersection or Intersection Groups	\$2,720,080
Beech Grove	Churchman/Perkins/Southern Ave Roundabout	Intersection or Intersection Groups	\$2,718,000
Indianapolis	Eagle Creek Greenway - Phase B1	Bicycle Enhancement	\$2,617,751
Indianapolis	79th St & Dean Rd Roundabout	Intersection or Intersection Groups	\$2,042,922
Indianapolis	Pedestrian Crash Focus Area 14B	Pedestrian Enhancement	\$1,716,745
Greenfield	Fortville Pike & CR 300 N Roundabout	Intersection or Intersection Groups	\$1,709,250
Indianapolis	Pedestrian Crash Focus Area 14A	Pedestrian Enhancement	\$1,431,731
Indianapolis	16th Street & Dr. Martin Luther King Jr. Street over the Canal	Bridge Rehabilitation	\$1,345,917

Total distributed funding for safety (2024): \$56,008,047

IMPO 2024 Safety Projects Overlaid with the High Injury Network (HIN)

The below map shows where the 2024 safety projects that received their funding were, as well as whether they were located on the High Injury Network (HIN). Note that that HIN wasn't outlined until 2022 in the IMPO's Safe Streets and Roads for All Safety Action Plan, and that projects are scheduled years in advance of when they receive funding. For a more interactive version of the map, [click here](#).

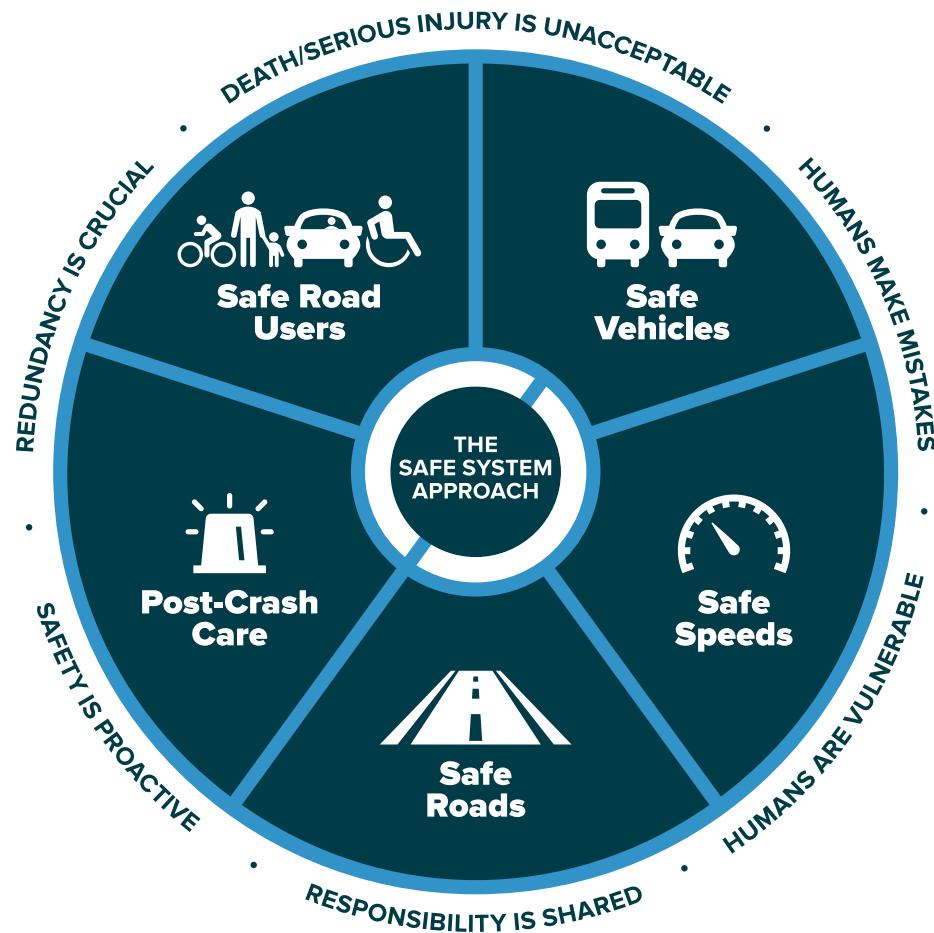


Getting to Vision Zero

Safe System Approach

The [Safe System Approach](#) was adopted by the U.S. Department of Transportation and is guiding future investments in roadway safety. The approach is human centered in that it acknowledges human mistakes as well as our physical vulnerability to crash forces. To better protect all users, the Safe System Approach implements redundancies to layer safeguards aimed at reducing serious injury and death on the road. The six principles of the Safe System Approach are:

- Death and serious injuries are unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.



IMPO Reports, Resources, and Policies

This Annual Safety Report is just one part of the IMPO's work to improve safety in the Indianapolis MPA. Additional items include:

- The [Safe Streets and Roads for All Safety Action Plan](#). This plan, originally completed in 2022, provides additional information regarding the safety of the network and is currently being updated to enhance its analysis of the network.
- The [IMPO Crash Dashboard](#) which provides data on serious and fatal crashes on an easy to view dashboard.
- [Intersection Safety Studies](#) which provide our communities with an in-depth analysis regarding the contributing factors behind crashes at high-crash intersections. 24 intersections were examined in 2019, and an additional 19 were completed in 2023.
- The [Vision Zero Toolkit](#) which provides a toolkit of resources for communities who want to kick-start a Vision Zero effort.
- Complete Streets are roadways designed to safely and comfortably accommodate all users, of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, and transit users. The [IMPO's Complete Streets Policy](#) requires projects using certain IMPO managed funds to implement complete streets where reasonable. These requirements include either a sidewalk, multi-use path, or bike lane.



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