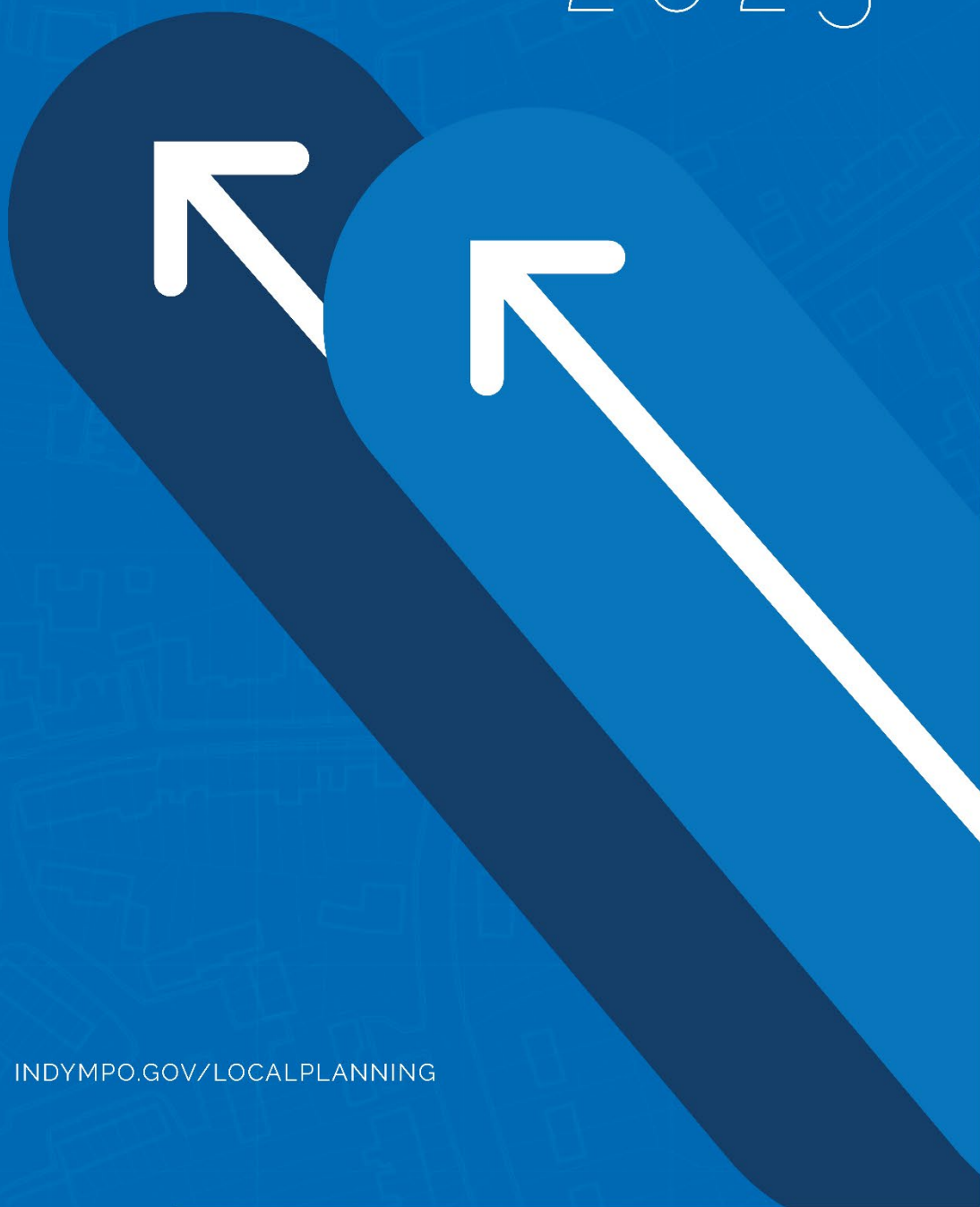


INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

LOCAL PLANNING GRANT PROGRAM

2025



INDYMPO.GOV/LOCALPLANNING

About the Local Planning Grant

The Indianapolis Metropolitan Planning Organization (IMPO) is announcing 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 opens for applications this summer, with procurement in the fall and project launches in early 2026. This initiative also marks the beginning of a consistent annual schedule for the planning grant program.

Local Planning Grant Program Goals

While IMPO provides regional resources, planning tools, and data, the lasting success of Central Indiana ultimately relies on how local municipalities manage land use, provide public services, and cultivate strong, vibrant communities. The local planning grant program is meant to support local governments and continue the region's successes in developing a cooperative, continuous, and comprehensive multi-modal transportation planning program. This grant program aims to help communities plan for strategies that enhance safety, expand economic opportunities and job access, and enable proactive planning. Additionally, it is meant to help communities plan for resilient infrastructure capable of withstanding severe weather, rapid population growth, and other stressors, supporting the continued success of Central Indiana's communities.

Central to this effort is the implementation of the region's long-range **Metropolitan Transportation Plan** (MTP). The CIRCLE 2050 MTP, adopted in December 2024, establishes a vision for the region's future centered around four key goal areas: move, prosper, make safe, and sustain. This local planning grant is meant to support plans and projects that align with the adopted MTP and its goals.

Metropolitan Transportation Plan Goals:

Move: Providing transportation choices for people to easily access homes, jobs, recreation, and services by:

- Enhancing transportation options and choices for all users
- Implementing strategies that address congested transportation segments
- Providing access to affordable and reliable transit and non-motorized travel options

Prosper: Fostering shared economic vitality through strategic investments in regional infrastructure to increase competitiveness and affordability by:

- Supporting economic mobility for all Central Indiana residents
- Ensuring the efficient movement of goods and freight
- Supporting land uses that allow for a broad range of housing choices

Make Safe: Supporting a safe traveling environment for all users by making strategic investments in our region's infrastructure that preserve and enhance the existing system, by:

- Improving safety for travelers system-wide, especially in higher crash and hazardous areas
- Creating safe and comfortable mobility options for all by promoting good design practices

Sustain: Ensuring a reliable and resilient transportation network that preserves or enhances the environment and users' health by:

- Preserving the existing transportation system
- Promoting the resilience of the transportation system
- Minimize negative impacts of the transportation system on the natural environment

Project Eligibility

The IMPO's Local Planning Grant Program is available to all local public agencies in good standing with the IMPO and located within the [Metropolitan Planning Area \(MPA\)](#). The program can support both transportation planning projects and community development projects that include a transportation component. Past plans funded through the local planning grant program are available on the IMPO [website](#).

Eligible Transportation Planning Projects

For the 2025 call for Local Planning Grant Program applications, the following transportation planning areas have been identified as eligible in order to support the goals and implementation of the MTP such as:

- ▶ ADA/PROWAG and accessibility plans and studies
- ▶ Bike, pedestrian & transit plans
 - Combined bike/ped/transit plan
 - Micro-Mobility
 - Plans to extend the lifespan of infrastructure by reducing single-occupancy vehicle use of the facility
 - Trail, bike lane, and bikeway planning
 - Assessment of pavement quality of trail, bike lane, bikeway, sidewalk
 - Level of stress analysis
 - Other bike and pedestrian plans
- ▶ Comprehensive transportation plans
- ▶ Complete streets plans and policies
- ▶ Congestion management in areas of high employment (emphasizing multimodal options to address congestion)
- ▶ Corridor and thoroughfare plans
- ▶ Cross-jurisdictional vision zero achievement strategies
- ▶ Curb management plans
- ▶ Data and mapping projects
 - GIS analysis, mapping
 - Data collection and analysis
 - Utility/ROW mapping/assessment for transportation planning
 - Map production for transportation/resiliency
- ▶ Design guidelines/standards updates
- ▶ Developing local tactical urbanism/pilot redesign plans or programs (*planning/policy development only – the IMPO's planning funding is federally ineligible for installation/equipment of temporary infrastructure*)
- ▶ Develop user-pay models for transportation
- ▶ Emergency vehicle coordination planning (i.e. emergency vehicle communication, traffic signal control, route optimization)
- ▶ Feasibility studies and/or site analysis
- ▶ First mile/last mile gap studies
- ▶ Freight plans and studies
 - Strategic planning for freight movement within and between communities
 - Evaluating/analyzing freight routes/restrictions compared to freight-oriented land use locations
 - Evaluating and recommending solutions for freight vehicle parking
- ▶ Intelligent Transportation Systems (ITS) planning

- Dynamic traffic management (i.e. traffic signal optimization, lane management)
- Emergency vehicle coordination (i.e. emergency vehicle communication, traffic signal control, route optimization)
- Other ITS planning projects
- ▶ Local incident management coordination (e.g. local version of IN-TIME/TIM)
- ▶ Local transit plans
- ▶ Neighborhood mobility improvement plans
- ▶ Other safety plans and studies (i.e. railroad crossing studies, intersection studies, etc.)
- ▶ Plans for Vulnerable Road Users (VRUs)
- ▶ Project prioritizations/programming/capital improvement plans
- ▶ Railroad crossing/delay impact study on community mobility
- ▶ Resiliency plans, products, and guidelines
- ▶ Road Safety Plans and Road Safety Audits
- ▶ Safe Routes to School
- ▶ Safe Routes to Transit
- ▶ Safety studies, plans & programs
- ▶ Streetscape plans
- ▶ Transportation-related stakeholder outreach, training, translation, and education activities
- ▶ Travel Demand Management (TDM) plans and strategies
- ▶ Vision Zero plans and policies
- ▶ Wayfinding plans/designs (including targeted plans for individuals with visual or hearing disabilities)

Eligible Community Development Planning Projects

For the 2025 call for local planning grant program, the following community development planning areas have been identified as eligible to support the goals and implementation of the MTP. In line with limitations on MPO planning funding, each project must include a clear transportation component. Please describe the expected transportation impacts of the proposed plan or project in the application.

Eligible Community development plans include:

- ▶ Integrated mobility and land use initiatives (including transportation, housing, and zoning connections)
- ▶ Parking management plans and studies/parking reform plans/studies/code language
- ▶ Transit- and trail-oriented development plans (TOD & TrOD)

Non-Eligible Project Types

Projects such as land acquisition or capital investment are not eligible for funding by this program. Projects without a clear transportation component are also ineligible. This funding is intended for new planning projects or additional phases of existing planning projects. Only new competitive planning project contracts are eligible. The IMPO will not fund extensions to existing contracts with specific firms.

Financial Requirements

The IMPO contribution is up to \$100,000 per planning project. Local agencies are required to provide a minimum of a 20% local match. A \$125,000 project, split 80%/20% (\$100,000 IMPO and \$25,000 local match), equates to the lowest project cost that maximizes IMPO's contribution. For larger projects, local agencies will provide a higher local match. Joint applications from partnering

local agencies are acceptable, but the application should identify a lead agency for contracting purposes and local match split. Joint applications do not increase the max IMPO contribution of \$100,000. The IMPO intends to award funds in the summer and release Requests for Proposals (RFP)s for this program in the fall of 2025, with projects commencing in 2026. All funds must be obligated by the end of 2026. Funding for projects is subject to approval of the IMPO budget.

Application Process

Interested agencies should access the Google Forms application by clicking on the links at indympo.gov/localplanning. Additional details can be attached to the Google Form or sent via email to info@indympo.gov. Multiple project types may be included in the same application (i.e. a wayfinding plan and a bike plan) but both must be included under one procurement/contract. Agencies may also submit multiple applications for multiple procurements/contracts but the IMPO will only fund multiple projects for the same agency if funding is remaining and no other eligible projects for other agencies remain.

The application must include the scoping form which will support RFP preparation should the project be selected. Please also include supplementary materials as appropriate to help describe the project. The IMPO reserves the right to reject any or all applications submitted, request additional information, or negotiate the final application and scope with any applicant.

2025 Program Schedule

June 1, 2025 9:am: local planning grant program call for projects opens

July 1: 5:00pm: applications due

July 2 to July 25: Staff review

August 6: Technical Committee review

August 20: Policy Committee review/approval

September to December: Procurement

January 1, 2026: Projects may begin

December 31, 2026: All project funds must be obligated

Project Contracting with the IMPO

This Local Planning Grant Program is being funded with federal MPO planning dollars, so the IMPO must hold the contract with the selected vendor per Federal Highway Administration guidelines. The IMPO will follow the IMPO Procurement Policy for each contract and operate a competitive procurement process for the project.

The local public agency (LPA) will be able to select a vendor through a competitive procurement process. An IMPO project manager will be assigned to the project to support the project through the procurement process in coordination with the local public agency. The selection process will require a vendor selection committee, including at least three representatives chosen by the LPA, with the option to include IMPO staff. Once procurement is complete, the LPA will assign a project manager to oversee day-to-day interactions with the vendor, while IMPO staff will support key project milestones as needed. Invoices will be sent to the IMPO through the IMPO invoice portal. Upon receiving each invoice on the project, the IMPO's project manager will contact the LPA's project manager to verify work and updates on the project before approval.

LOCAL MATCH PAYMENT

Once the vendor has been selected and the scope/fee finalized, the IMPO will issue an invoice to the lead LPA for local match. Notice to proceed will not be given to the vendor without a paid-in-full local match. If the final project fee is more than the awarded amount for the project, the LPA will pay the difference. If less, the LPA will pay the match percentage included in the project application.

Application Review and Selection Process

Because it is possible with each call that funding requests will exceed available funds, the IMPO has developed the following scoring process to assist in developing a shortlist of applications to present to the Technical and Policy Committees. Projects will be scored separately for transportation-focused projects and community development-focused projects. Scoring criteria were developed based on the themes and goals of the Metropolitan Transportation Plan and key federal performance measures.

TRANSPORTATION PROJECTS SCORING (100 POINTS POSSIBLE)

MOVE (25 points possible)

Impact – (Up to 15 points – mark all that apply)

- Plan will have a regional focus study area/collaboration or support regional connection via bike, pedestrian, or transit = 10 points
- Plan will support a connected network of bikeways and pedestrian routes by focusing on options for expanding existing facilities or closing gaps = 5 points
- Plan will support transit initiatives to improve service quality, access to, and reliability of transit = 5 points
- Plan will develop mobility strategies that address system performance and congested transportation segments = 5 points

Expanding Options – (up to 5 points)

- Location is accessible by multimodal means or will plan for multimodal transportation = 5 points
- Location is only accessible by single occupancy vehicles = 0 points

Addressing Congestion – (up to 10 points)

- Project includes congestion reduction via mobility options/amenities (bike/ped/transit/etc.) = 5 points
- Project includes congestion reduction via travel demand management strategies = 5 points
- Project includes Intelligent Transportation Systems (ITS) planning or implementation strategies = 5 points
- Project includes local incident management coordination (e.g. local version of IN-TIME) = 5 points

PROSPER (25 points possible)

Economic Development (up to 10 points)

- Project will include a component to improve job access through improved transportation (please explain) = 10 points
- Project will take place in a federal opportunity zone = 5 points

Engagement/Education (up to 5 points)

- Plan will include engagement/education component focused on [opportunity zones](#), families with young children and/or stakeholders who may be uniquely impacted by DOT programs = 5 points

Freight Impact (up to 5 points)

- Project will address road/route on identified [freight network](#) = 5 points
- Project will address strategic planning for freight movement, especially considering adjacent communities = 5 points
- Project will evaluate/analyze freight routes/restrictions v. freight-oriented land use = 5 points
- Project will evaluate and recommend solutions for freight vehicle parking = 5 points

MAKE SAFE (25 points possible)**Addressing Crash Area** (up to 15 points – mark all that apply)

- Plan area will include a route or intersection on the regional [High-Injury Network](#) = 10 points
- Plan area will include an intersection included in the [2023 intersection safety study](#) or [2019 high crash intersection audit](#) = 5 points
- Project will address road with a [Road Risk Score](#) of 4 or higher = 5 points
- Project will address [site of fatal crash](#) (2015-2024) = 5 points
- Project will proactively address safety concerns in identified area of need (please explain) = 5 points
- Project will provide safety improvement near a school or major employment center = 5 points

Improving Road Design (up to 15 points – mark all that apply)

- Project will update community-wide infrastructure standards to improve safety for all road users (multiple modes) = 10 points
- Project will reference a [proven safety countermeasure](#) or major safety component intended to reduce the number and rate of serious injuries and fatalities for multiple modes or vulnerable users = 5 points
- Project will reference a tool or policy from the [IMPO Vision Zero Toolkit](#) = 5 points
- Project will provide safety component for multiple road users = 5 points
- Project will include considerations for vulnerable road users or people with disabilities in an area that currently lacks sidewalks, bike lane, or other complete street infrastructure for those users = 5 points
- Project will include strategies to reduce level of traffic stress for non-motorized users, especially by physically separating travel ways = 5 points

SUSTAIN (25 points possible)**Regional Resiliency Plan** (up to 15 points)

- Project will address multiple threats or hazards identified in [Resiliency Plan](#) = 15 points
- Project will address one threat or hazard identified in Resiliency Plan = 10 points
- Project will not address threat or hazard identified in Resiliency Plan = 0 points

Transportation Options (up to 10 points)

- Plan will primarily support transportation options other than single occupancy vehicles (SOVs) or safety for users who do not primarily use SOVs = 5 points
- Project will improve safety, accessibility, or access near a fixed-route transit stop = 5 points
- Emphasis on expanding / filling in the gridded roadway network to disperse travel and increase route options = 5 points
- Studies/planning for alternatives (transit) to single occupancy vehicle travel to extend roadway infrastructure lifespan via reducing use = 5 points

Environment (up to 10 points)

- Integrates natural water-cycle infrastructure (rain gardens for stormwater, tree canopy expansion, permeable surfaces) = 5 points
- Land Use growth management planning – land consumption, sustainable/maintainable/affordable management of assets = 5 points
- Studies or standards to combat urban heat islands and their effects on infrastructure lifespan = 5 points

COMMUNITY DEVELOPMENT PROJECTS SCORING (100 POINTS POSSIBLE)

As noted in the eligibility section above, each project must include a clear transportation component. Please describe the expected transportation impacts of the proposed plan or project in the application.

GROWTH (50 points possible)**Housing Toolkit implementation** (up to 40 points – mark all that apply)

- Project will implement one of the following tools from IMPO [Housing Study](#) toolkit = 40 points
 - Zoning code updates to enable or expand opportunities for Accessory Dwelling Units (ADUs)
 - Zoning for new housing development, especially updating zoning to accommodate types of housing that have been excluded (e.g. duplexes, quads, townhomes).

Adaptable Growth (up to 10 points – mark all that apply)

- Project will include an affordable (targeted to under 80% of AMI) or workforce housing (targeted to 80-120% of AMI) component = 5 points
- Project will include an “aging in place” component = 5 points
- Project will include “missing middle housing” (2-unit, 3-unit, etc.) component = 5 points
- Project will include disability accessibility component = 5 points

Opportunity Zones (up to 10 points)

- Project will take place in a [federal opportunity zone](#) = 10 points

Economic Development (up to 10 points)

- Project will include a component to improve job access or economic development = 10 points

Engagement/Education (up to 10 points)

- Project will include engagement or education component focused on opportunity zones, families, and/or stakeholders who may be uniquely impacted by DOT programs = 10 points

Smart Technology (up to 5 points)

- Project incorporates smart city tech, emerging mobility solutions, or data-driven planning tools = 5 pts

RESILIENCY (50 points possible)**Regional Resiliency Plan** (up to 20 points)

- Project will address multiple threats or hazards identified in [Resiliency Plan](#) = 25
- Project will address one threat or hazard identified in Resiliency Plan = 10
- Project will not address threat or hazard identified in Resiliency Plan = 0

Sustainability (up to 10 points – mark all that apply)

- Project will study preserving or restoring environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation or resiliency planning element = 10 points
- Project will promote increased non-motorized travel or transit = 5 points

Preservation and Resiliency – (up to 10 points – mark all that apply)

- Project is focused on long-term preservation or resiliency issues/strategies = 10 points
- Project is focused on short-term preservation issues/strategies = 5 points
- No preservation component = 0 points

Resilient Land Use (up to 20 points – mark all that apply)

- A project zoning district has eliminated parking mandates or will study eliminating parking mandates or other methods of reducing surface parking land consumption = 10 points
- Support infill development, including housing infill, along existing transit routes and promote transit-oriented development (TOD) = 10
- Support infill development, including housing infill, along existing transit routes and promote trail-oriented development (TrOD) = 10
- The project will consider or account for food deserts and health food access = 5 points
- The project zoning district allows or will study allowing for shared parking reductions, Transportation Demand Management Reduction strategies, bike or car-sharing parking reductions = 10 points
- The project zoning district allows or will study allowing for greater than 16 dwelling units/acre = 10 points
- The project zoning district allows or will study allowing for between 6 and 16 dwelling units/acre = 5 points

IMPO Planning Resources

The Indianapolis Metropolitan Planning Organization (IMPO) is Central Indiana's federally designated regional planning organization. The IMPO develops short and long range plans to support local governments and advance the region's goals in transportation, housing, safety, sustainability, and other quality-of-life issues. The IMPO also tracks and distributes certain transportation funds to local governments in the region for roads, transit, trails, and other means of moving people and goods around Central Indiana. Our planning region includes almost 1,500 square miles, 36 member jurisdictions, and approximately 1.78 million residents. The IMPO has compiled many resources to support local public agencies. Clicking the header will bring you to that resource.

DATA TOOLS AND RESOURCES

- **Replica Data** – Provides annual average daily traffic, turning movement counts, speed profiles (free flow & quarter-hourly), and annual hourly auto volumes.
- **Data Portal** – Downloadable data and shapefiles on transportation, demographics, economy, and built environment.
- **Crash Data Dashboard** – Online dashboard tracking fatal and severe crashes involving vehicles, cyclists, and pedestrians.
- **Travel Demand Model** – Analyzes traffic flows, Vehicle Miles Traveled (VMT), Vehicle Hours of Delay (VHD), Select Link/Zone Analysis (SLA/SZA), and Origin-Destination Matrices.
- **Performance Measure Tracking** – Monitors regional performance on federal metrics.
- **High-Injury Network** – Identifies local corridors with the highest rates of incapacitating injuries and fatalities.

COMMUNITY DEVELOPMENT TOOLS AND RESOURCES

- **Central Indiana Housing Study** – Analysis of regional housing costs, availability, and policy recommendations.
- **Corporate-Owned Single-Family Housing Analysis** – Evaluates corporate ownership in the Central Indiana single-family housing market.
- **Community Preference Surveys** – Provides insights into housing preferences in Central Indiana.
- **Trail-Oriented Development Toolkit (TrOD)** – Guidelines and case studies for successful development near trails.
- **Transit-Oriented Development (TOD)** – Plans, guidelines, and preferences for TOD projects.
- **Central Indiana CEDS** – Strategy-driven regional economic analysis.

TRANSPORTATION PLANNING TOOLS AND RESOURCES

- **Road Risk Analysis** – Assesses risk scores for roadways.
- **Regional Resiliency Snapshot** – Identifies vulnerable transportation assets, including roads and bridges.
- **Intersection Safety Studies** – Analyzes high-crash locations and recommends improvements.

- **Central Indiana Freight Plan** – Establishes a tiered freight network and policies for goods movement.
- **Safety Action Plan** – Focuses on road safety planning, outreach results, crash analysis, suggested interventions, and grant preparation
- **Utility Coordination Best Practices** – Reviews causes of utility-related construction delays on road construction projects and suggests improvements.
- **Vision Zero Toolkit** – Educational tool aimed at reducing and eliminating fatal crashes through proven best practices.

ACTIVE TRANSPORTATION TOOLS AND RESOURCES

- **Regional Active Transportation Plan** – Identifies bike and sidewalk gaps, existing trails, and levels of stress on facilities.
- **Central Indiana Ride Guide** – Annually updated map of trails, bike paths, and amenities
- **Transit Studies** – Includes on-board transit surveys, TOD plans, transit data, and planning resources.

