Technical Committee
INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Date: October 1, 2025
9:00 am – 11:00 am

Hornet Park Community Center
5245 Hornet Ave, Beech Grove, IN 46107

MEETING AGENDA

1. Welcome & Introductions	Anna Gremling, IMPO	5 min.

ITEMS FOR RECOMMENDATION

2. Minutes from August 6th, 2025	Anna Gremling, IMPO	1 min.

3. TIP Amendments
   a) Memo
   b) Resolution 2025-IMPO-018
   c) Call for Projects Updates
	Cole Jackson, IMPO	5 min.

4. Coordinated Plan
   a) Memo
   b) Resolution 2025-IMPO-017
   c) Coordinated Plan
	Annie Dixon, IMPO	8 min.

5. PIP Approval - Preview
   a) Memo
   b) Resolution 2025-IMPO-016
   c) Public Involvement Plan draft
	Danielle Frey, IMPO	5 min.

STATUS UPDATES

6. TIP Scoring Updates	Jason Biernat, High Street Consulting	15 min.
7. INDOT ProPEL Study Update	INDOT Representative	15 min.
8. Freight Supplemental Data	Joti Martin	10 min.

OTHER BUSINESS

9. SS4A Update-Safety Committee Inquiry	Andrea Miller, IMPO	5 min.
10. IMPO Invoices	Anna Gremling, IMPO	5 min.
11. Adjournment	Anna Gremling, IMPO	1 min.

Indianapolis Metropolitan Planning Organization
Transportation Technical Committee Meeting Minutes
August 6, 2025
9:00 a.m.
Hornet Park Community Center
5245 Hornet Ave, Beech Grove, IN 46107

Committee Members

✓ = Present   (blank) = Absent

✓	Boone County	Nick Parr	✓	City of Lawrence	Renea Rafala
	Hancock County	Gary Pool	✓	Town of McCordsville	Ryan Crum
	Morgan County	Justin Schneck		Town of Mooresville	Mark Mathis
	Hancock County	Gary Pool		Town of New Palestine	Stephen Pool
✓	Hamilton County	Brad Davis	✓	City of Noblesville	Alison Krupki
✓	Hendricks County	John Ayers		Town of Pittsboro	Jack Swalley
✓	Johnson County	Daniel Johnston	✓	Town of Plainfield	Scott Singleton
	Shelby County	Desiree Calderella		City of Southport	Jim Cooney
✓	Town of Avon	Keeton Olson		Town of Speedway	Robert Wetnight
	Town of Bargersville	Joe Csikos	✓	City of Westfield	John Nail
✓	City of Beech Grove	Brad Meriwether		Town of Whiteland	Kevin McGinnis
	Town of Brooklyn	Karen Howard	✓	Town of Whitestown	Sri Venugopalan
✓	Town of Brownsburg	Shawn Pabst	✓	Town of Zionsville	George Lewis
✓	City of Carmel	Bradley Pease	✓	IndyGo	Ryan Wilhite
	Town of Cicero	Terry Cooper		CIRTA	Amanda Meyer
	Town of Cumberland	Christine Owens		INDOT	Brandon Burgoa
	Town of Danville	Andy Pitcher		Indianapolis Airport Authority	Drew Genneken
	City of Fishers	Tami Houston		Ports of Indiana	Jody Peacock
✓	City of Franklin	Matthew McElroy		FHWA	Erica Tate
	City of Greenfield	Jason Koch		FTA	Cecilia Crenshaw
	City of Greenwood	Paul Peoni		IDEM	Shawn Seals
✓	City of Indianapolis	Mark St. John			

Others Present

Anna Gremling – Indianapolis MPO	Sean Northup – Indianapolis MPO
Cole Jackson – Indianapolis MPO	Jen Higginbotham - Indianapolis MPO
Jennifer Krull – Indianapolis MPO	Danielle Frey – Indianapolis MPO
Joti Martin – Indianapolis MPO	Annie Dixon – Indianapolis MPO
Andrea Miller – Indianapolis MPO	Andy Swenson – Indianapolis MPO
Nicole Black - GAI	Mark Forcum – MS Consultants
Jeff Hill – A&F	Tony Lukac - Fishbeck
Paul Sanders - Genesis Factor, LLC	Julia Surber Brnardic – VS Engineering
Kate Zale - EMCS	

1. WELCOME

Anna Gremling called the meeting to order at 9:04 a.m. and asked attendees to introduce themselves.

ITEMS FOR APPROVAL

2. APPROVAL OF MEETING MINUTES FROM AUGUST 7, 2024

Anna Gremling asked if there were any changes to the proposed minutes and heard none.

Member	Result		Member	Result
Boone County	Approve		City of Indianapolis	Approve
Hamilton County	Approve		City of Lawrence	Approve
Hendricks County	Approve		Town of McCordsville	Approve
Johnson County	Approve		City of Noblesville	Approve
Town of Avon	Approve		Town of Plainfield	Approve
City of Beech Grove	Approve		City of Westfield	Approve
Town of Brownsburg	Approve		Town of Whitestown	Approve
City of Carmel	Approve		Town of Zionsville	Approve
City of Franklin	Approve		IndyGo	Approve

> **Renea Rafala** moved to approve the April 2nd Technical Committee meeting minutes.
> _____ seconded the motion. A voice vote was conducted.
> The April 2nd Transportation Technical Committee Minutes were approved.
> MOTION PASSES.

3. Metropolitan Plan Amendment #2

Jen Higginbotham presented amendments to the Metropolitan Transportation Plan. **Higginbotham** stated this is the second amendment, and we are currently in a public comment period. **Higginbotham** stated we will also have a public hearing for this amendment at the policy meeting. **Higginbotham** described the changes, including one project moved to a different time period, two new projects, and six projects that are changing their cost.

Member	Result		Member	Result
Boone County	Approve		City of Indianapolis	Approve
Hamilton County	Approve		City of Lawrence	Approve
Hendricks County	Approve		Town of McCordsville	Approve
Johnson County	Approve		City of Noblesville	Approve
Town of Avon	Approve		Town of Plainfield	Approve
City of Beech Grove	Approve		City of Westfield	Approve
Town of Brownsburg	Approve		Town of Whitestown	Approve
City of Carmel	Approve		Town of Zionsville	Approve
City of Franklin	Approve		IndyGo	Approve

> **Ryan Wilhite** moved to recommend the 2050 MTP Amendments Resolution 2025-IMPO-013
> **Sri Venugopalan** seconded the motion. A voice vote was conducted.
> Resolution 2025-IMPO-013 was recommended for approval.
> MOTION PASSES.

4. *Q3 Transportation Improvement Program Amendments*

Cole Jackson presented on the Q3 TIP amendments, providing an overview of the upcoming amendments for the 26-29 TIP. **Jackson** also gave an overview of the upcoming call for projects. **Jackson** also provided a list of changes, including ADA and Title VI requirements with INDOT and new allocation goals. **John Ayers** asked for the details of the amendment to Allisonville & 116th. **Anna Gremling** explained that it was an intersection improvement that later changed to a roundabout and is now changing back to an intersection improvement.

Member	Result		Member	Result
Boone County	Approve		City of Indianapolis	Approve
Hamilton County	Approve		City of Lawrence	Approve
Hendricks County	Approve		Town of McCordsville	Approve
Johnson County	Approve		City of Noblesville	Approve
Town of Avon	Approve		Town of Plainfield	Approve
City of Beech Grove	Approve		City of Westfield	Approve
Town of Brownsburg	Approve		Town of Whitestown	Approve
City of Carmel	Deny		Town of Zionsville	Approve
City of Franklin	Approve		IndyGo	Approve

> **John Ayers** moved to recommend approval of TIP amendment resolution 2025-IMPO-009
> **Renea Rafala** seconded the motion. A voice vote was conducted.
> Resolution 2025-IMPO-009 was recommended for approval.
> MOTION PASSES.

5. *Local Planning Grant Call Recommendations*

Cole Jackson presented on the local planning grant call for projects recommendations, including planning projects from Hamilton County, Speedway, Indianapolis, McCordsville, and Whitestown. **Jackson** gave an overview of procurement and contracting requirements.

Anna Gremling stated this item needed to be voted on after the UPWP agenda item. **Gremling** moved the agenda item below the UPWP agenda item.

Member	Result		Member	Result
Boone County	Approve		City of Indianapolis	Approve
Hamilton County	Approve		City of Lawrence	Approve
Hendricks County	Approve		Town of McCordsville	Approve
Johnson County	Approve		City of Noblesville	Approve
Town of Avon	Approve		Town of Plainfield	Approve
City of Beech Grove	Approve		City of Westfield	Approve
Town of Brownsburg	Approve		Town of Whitestown	Approve
City of Carmel	Approve		Town of Zionsville	Approve
City of Franklin	Approve		IndyGo	Approve

> **Mark St. John** moved to recommend approval of the Local Planning Grant Resolution 2025-IMPO-010
> **Ryan Crum** seconded the motion. A voice vote was conducted.
> The resolution 2025-IMPO-010 was recommended.
> MOTION PASSES.

6. *Membership Dues for 2026*

Sean Northup gave an overview of the membership dues, including factors that impact the local match, including the increasing PL funding available, the local planning grant funding, road safety funding, and total local match requirements

$878,000. **Northup** described that it is pro-rata and is typically done in April or May but is later due to the canceled meetings.

Member	Result		Member	Result
Boone County	Approve		City of Indianapolis	Approve
Hamilton County	Approve		City of Lawrence	Approve
Hendricks County	Approve		Town of McCordsville	Approve
Johnson County	Approve		City of Noblesville	Approve
Town of Avon	Approve		Town of Plainfield	Approve
City of Beech Grove	Approve		City of Westfield	Approve
Town of Brownsburg	Approve		Town of Whitestown	Approve
City of Carmel	Approve		Town of Zionsville	Approve
City of Franklin	Approve		IndyGo	Approve

> **Renea Rafala** moved to recommend resolution 2025-IMPO-015
> **Sri Venugopalan** seconded the motion. A voice vote was conducted.
> The resolution 2025-IMPO-015 was recommended.
> MOTION PASSES.

7. *Unified Planning Work Program for 2026*

Sean Northup presented the UPWP, stating that it is presented in two-year increments and funds all our planning and programming work. **Northup** stated highlights for 2026 include the internship program, website work, IMPO Strategic Plan Update, household travel survey (Hoosier Travel Counts), onboard survey with IndyGo, vehicle counts program, MTP major update, Active Transportation Plan update, MIBOR Community Preference Survey, Red Line BRT After Study, IndyGo Eastside Mobility Hub, local planning grants, EPA grant work, and data road map.

Member	Result		Member	Result
Boone County	Approve		City of Indianapolis	Approve
Hamilton County	Approve		City of Lawrence	Approve
Hendricks County	Approve		Town of McCordsville	Approve
Johnson County	Approve		City of Noblesville	Approve
Town of Avon	Approve		Town of Plainfield	Approve
City of Beech Grove	Approve		City of Westfield	Approve
Town of Brownsburg	Approve		Town of Whitestown	Approve
City of Carmel	Approve		Town of Zionsville	Approve
City of Franklin	Approve		IndyGo	Approve

> **Renea Rafala** moved to approve the Unified Planning Work Program.
> **Ryan Wilhite** seconded the motion. A voice vote was conducted.
> The Unified Planning Work Program was approved.
> MOTION PASSES.

Status Updates

8. *2025 Annual Safety Report*

Andrea Miller gave an overview of the 2025 Safety Report, which also fulfills the tracking requirement for the *Safe Streets and Roads for All* goal. **Miller** stated there is a data change to the definition of serious crash based on the ARIES Series 6. There is a margin of error during the transition based on the definition, but all jurisdictions have switched to the new definition, which can affect the before and after data for safety reports. **Miller** stated that with the updated data definitions, we are not meeting our goal and are seeing a rise in combined serious and fatal crashes. **Miller** gave an overview of crash numbers in the region and the distribution across travel modes. **Miller** also gave an overview of crash factors across crash types.

9. *Coordinated Plan*

Annie Dixon stated that the coordinated plan will go for approval in October. **Dixon** stated this plan is linked to 5310 funding, which is meant for seniors and people with disabilities. **Dixon** provided an overview of survey results with over 200 responses. **Dixon** gave an overview of goals, including regional travel training, consistent region-wide fare structure, complementing public transportation with human services, and educating decision makers. Dixon gave an overview of the upcoming public comment period, pre-hearing meetings, and approval in October.

10. *Public Involvement Plan*

Danielle Frey gave an overview of the IMPO Public Involvement Plan (PIP) update, **Frey** stated that there is a steering committee made up of various organizations, and IMPO also spoke with its SERVE focus group. **Frey** stated major updates include pre-hearings to make meetings more accessible, comment forms, website changes, aligning MTP and TIP comment periods, updating language access plan data, naming only the IndyStar as the record paper due to publication limits with the Recorder, and development of the engagement toolkit. **Frey** stated we also updated the program of projects or POP, which implied that IndyGo and CIRTA needed to follow IMPO's public outreach guidelines, which is no longer required due to those organizations having their own public engagement processes. **Frey** stated the document will go out for public comment, which will include virtual public meetings, pre-hearings, and adoption in October.

OTHER BUSINESS

11. Other Items of Business

Anna Gremling concluded, reminding members that the call for projects is upcoming, and about upcoming opportunities including CMAQ tool, ADA, INDOT, and Title VI trainings, and asked members to educate residents about the Hoosier Travel Survey regarding their travel patterns.

ADJOURNMENT

Anna Gremling asked for a motion to adjourn the meeting.

Ryan Wilhite moved to adjourn the August 6, 2025 Transportation Technical Committee meeting.
Sri Venugopalan seconded the motion. A voice vote was conducted.
The August 6, 2025 Transportation Technical Committee meeting was adjourned
MOTION PASSES.

Memo

To: Indianapolis MPO Transportation Committees Members

From: Cole Jackson, IMPO

Date: September 24, 2025

Re: Proposed 4TH 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.

Proposed Q4 Amendments

This quarter, the MPO received 16 INDOT amendment requests and 4 local amendment requests. A detailed list of all amendment requests can be found attached as Exhibit A under Resolution 25-IMPO-018.

Non-exempt amendments involve projects that are considered regionally significant for their potential to affect air quality and, therefore, may require additional review steps before they are approved. These steps may include consistency with the Metropolitan Transportation Plan (MTP), coordinating with the air quality consultation group, and completing other requirements before the project can be added to the Transportation Improvement Program (TIP) and ultimately the State Transportation Improvement Program (STIP). Exempt amendments, the most common type of amendments, apply to projects with minimal or no impact on air quality and do not require this extra level of review. If amendments are approved, they will be incorporated in the Transportation Improvement Program (TIP) and provided to INDOT for incorporation in the State Transportation Improvement Program (STIP).

The amendments will be offered for public review and comment from October 4 to October 14, 2025. Comments will also be welcomed in person during the October 15 public hearing during the Transportation Policy Committee meeting, or two virtual pre-hearings. More information about the virtual pre-hearings is available at indympo.org/about-us/get-involved.

Upcoming Infrastructure Call for Projects

Applications for the upcoming call for projects (CFP) will open on 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%

Estimated funding is based on current year allocations. A total of approximately $59.8M is estimated to be available for award for this call for projects. This allocation estimate accounts for the $0.90 on the $1 exchange rate with INDOT per the Federal Funds Exchange (FFE) agreement, plus the 5% set-aside for cost increase requests at 18 months post award. Federal Carbon Reduction and Transportation Alternative allocations are not subject to the exchange rate or set-aside.

The breakdown by funding category is approximately:
- $48.3M FFE-STBG
- $2.9M FFE-HSIP
- $11.2M FFE-CMAQ (includes Federal CR)
- $9.8M Federal TA

IMPO ADA/PROWAG Training
The IMPO and Skulski Consulting hosted an online training on the Public Right-of-Way Accessibility Guidelines (PROWAG) and the Americans with Disabilities Act (ADA). The session covered key design requirements that affect pedestrian routes, crosswalks, on-street parking, bike paths, and other elements that local agencies will need to incorporate into their planning, engineering, and programming work. If you missed it, you can watch the full recording and download the slide deck on our LPA resources page: https://www.indympo.org/resources/lpa-resources

If you plan on applying to the upcoming call for projects, please provide your ADA planning documents and Title VI policies to the IMPO with your application. These documents are required for the IMPO to comply with subrepient monitoring requirements.

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. More information will be presented to the larger Transportation Committees when available.

<u>Deadlines</u>
Q4S 2025 TIP amendment requests are due via MiTIP by November 20.

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

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

Resolution Number 25-IMPO-018

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 15th day of October 2025.

_____
Chair
Indianapolis MPO Transportation Policy Committee

_____
Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

QUARTER Q4, 2025 LOCAL 26-02.3 ITEM 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 %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
PRIOR	CIRTA	1901661	N/A		2026 Commuter Connect Carpool Vanpool Program	Other	Exempt	$1,153,307		PE/PL	SFY 2024	CMAQ	$1,153,307	$1,153,307	100%	$0	0%		
PROPOSED										PE/PL	SFY 2026		$1,153,307	$-	0%	$1,153,307	100%	Carry over	
PRIOR	CIRTA	2302FFE	N/A		Commuter Connect Carpool Vanpool Program	Other	Exempt	$1,136,051		PE/PL	SFY 2024	CMAQ	$1,136,051	$1,136,051	100%	$0	0%		
PROPOSED										PE/PL	SFY 2026		$1,136,051	$-	0%	$1,136,051	100%	Carry over	
NEW	Hendricks County	2101722	N/A	CR 100 West	Hendricks County Bridge 189	Bridge Replacement	Exempt	$2,062,586	$2,062,586	PE/PL	SFY 2026		$248,920	$-	0%	$248,920	100%	NEW PROJECT	
NEW										ROW	SFY 2026		$54,000	$-	0%	$54,000	100%		
NEW										CN	SFY 2026	LOCBR	$1,571,166	$1,190,887	76%	$380,279	24%		
NEW										CE	SFY 2026	LOCBR	$188,500	$150,800	80%	$37,700	20%		
NEW	Morgan County	2401802	N/A	Waverly Park Road	Replacement of Morgan County Bridge 166	Bridge Replacement	Exempt	$3,340,664	$3,340,664	PE/PL	SFY 2026	LOCBR	$600,000	$480,000	80%	$120,000	20%	NEW PROJECT	
NEW										ROW	SFY 2029	LOCBR	$60,000	$48,000	80%	$12,000	20%		
NEW										CN	SFY 2031	LOCBR	$2,280,664	$1,824,531	80%	$456,133	20%		
NEW										CE	SFY 2031	LOCBR	$400,000	$320,000	80%	$80,000	20%		
PRIOR	Noblesville	2003053	N/A	Boden Road	166th Street & Boden Road Roundabout	Intersection or Intersection Groups	Exempt	$4,652,000		CN	SFY 2026	STP3UM	$2,920,000	$2,628,000	90%	$292,000	10%		
PROPOSED										CN	SFY 2027	HSIP-ST	$410,000	$369,000	90%	$41,000	10%	Delays in approval of environmental document caused loss of Federal RW funds. INDOT moved CN letting of project to 2028 due to projected utility relocation duration. CN funding in FY 2027 are for reimbursable utilities.	
PRIOR										CE	SFY 2026	STP3UM	$438,000	$394,200	90%	$43,800	10%		
PROPOSED										CE	SFY 2027	HSIP-ST	$438,000	$394,200	90%	$43,800	10%		
PRIOR										-	-	-	$-	$-	-	$0	0%		
PROPOSED										CN	SFY 2028	HSIP-ST	$2,920,000	$2,628,000	90%	$292,000	10%		
PRIOR										CN	SFY 2024	STP3UM	$410,000	$369,000	90%	$41,000	10%		
PROPOSED										-	-	-	$-	$-	-		0%		

	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	Noblesville	2101733	2501039	Olio Rd	Olio Rd Added Travel Lanes from 146th St to 156th St	Existing Roadway Widening	Non-Ex	$14,289,211		CN	SFY 2027	STP3UM	$9,874,461	$6,446,202	65%	$3,428,259	35%		
PROPOSED								$20,156,330	$5,867,119	CN	SFY 2027	STP3UM	$15,788,500	$6,766,350	43%	$9,022,150	57%	INDOT showed additional funding for DES 2101733 that was not included in the original award letter. Updating TIP to reflect amounts shown by INDOT for RW, CN, and CE, along with current estimate. The conceptual estimate for Duke is $2.5M for the ATL	
PRIOR										-	-	-	$-	$-	-		0%		
PROPOSED										CE	SFY 2027	STP3UM	$1,173,950	$943,852	80%	$230,098	20%		
PRIOR										CE	SFY 2027		$1,194,750	$-	0%	$1,194,750	100%		
PROPOSED										-	-	-	$-	$-	-		0%		
NEW	Noblesville	2501039	N/A	Olio Road	Olio Road Bridge over Sand Creek (County Bridge 170)	Bridge Replacement	Non-Ex	$1,521,300	$1,521,300	CN	SFY 2027		$1,337,500	$-	0%	$1,337,500	100%	NEW PROJECT	
NEW										CE	SFY 2027		$20,000	$-	0%	$20,000	100%		

ITEM 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	1600854	1600857, 2300605, 2300606, 2300607, 2300609, 2300610, 2300611, 2300612, 2300613, 2300614, 2300615, 2300616, 2300617, 2300618, 2300622, 2300623, 2300625, 2300626, 2300627, 2300628, 2300629, 2300630, 2300632, 2300634, 2300635, 2300636, 2300637, 2300638, 2300639, 2300640, 2300641, 2300642, 2301064, 2301066, 2301067, 2400585	I- 465	I-465 NW Added Travel Lanes from W 86th St to College Ave.	Added Travel Lanes	Non-Ex	$35,795,001		-	-	-	$-	$-	-	-	-		
PROPOSED								$34,338,660	$-1,456,341	CN	SFY 2026		$1,995	$-	0%	$1,995	100%	Revise funding between SFY, Removed Federal funding/Added State funding.	
PRIOR										ROW	SFY 2025 STPSM		$2,500,000	$2,250,000	90%	$250,000	10%		
PROPOSED										ROW	SFY 2027		$2,500,000	$-	0%	$2,500,000	100%		
PRIOR	INDOT	1901880	2400113, 2500934	SR 38	SR 38 & Logan St. Roundabout	Intersection Improvement, Roundabout	Exempt	$2,441,820		CN	SFY 2027 STATE TAP		$733,501	$400,000	67%	$138,364	7%		
PROPOSED								$5,528,406	$3,086,586	CN	SFY 2027 STATE TAP		$1,115,632	$400,000	67%	$520,495	10%	Des 1901880 increase FY27 CN by $4,204,950; Fed-Other new total $3,784,455 State Other new total $420,495; updated letting date - SDoyle 9/8/25	
PRIOR										CN	SFY 2027 STPSM		$366,683	$153,456	67%	$-	-		
PROPOSED										CN	SFY 2027 STPSM		$748,814	$153,456	67%	$-	-		
PRIOR	INDOT	1800032	N/A	SR 135	SR 135 & Smith Valley Rd. Intersection Improvement	Intersect. Improv. W/ Added Turn Lanes	Exempt	$12,669,889		ROW	SFY 2025 NHPP		$2,900,000	$2,320,000	80%	$580,000	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 ITEM 3	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PROPOSED							$16,153,678	$3,483,789	ROW	SFY 2026	NHPP	$2,900,000	$2,320,000	80%	$580,000	20%	Letting date being moved to FY28, 12/08/2027. Updated funding for FY26, FY27, and FY28. Increasing CN for FY28	
PRIOR									CN	SFY 2028	NHPP	$7,021,505	$5,617,204	80%	$1,404,301	20%		
PROPOSED									CN	SFY 2028	NHPP	$10,505,294	$8,604,035	82%	$1,901,259	18%		
PRIOR	INDOT	2000158 2100577,1901878,2003090,2201081,2201124,2201125,2201126	SR 32	SR 32 Added Travel Lanes from East Street to Mensa Road	Added Travel Lanes	Non-Ex	$96,345,197		-	-	-	$-	$-	-	-	-		
PROPOSED							$130,345,197	$34,000,000	ROW	SFY 2026	STPSM	$17,000,000	$13,600,000	80%	$3,400,000	20%	updated letting date & added RW funds des 2000158 FY26 RW federal funds $13,600,000 state funds $3,400,000 FY27 RW federal funds $13,600,000 state funds $3,400,000 - S Doyle 9/17/25	
PRIOR									-	-	-	$-	$-	-	$0	0%		
PROPOSED									ROW	SFY 2027	STPSM	$17,000,000	$13,600,000	80%	$-	-		
PRIOR	INDOT	2200074 2200075,2200076,2200077,2301252	US 31	US 31 District Sidewalk Project from County Line Rd to Thompson Rd	Bike/Pedestrian Facilities	Exempt	$12,188,805		CN	SFY 2027	HSIP-ST	$11,490,479	$7,798,031	68%	$3,692,448	32%		
PROPOSED		2200075,2200076,2301252					$13,550,326	$1,361,521	CN	SFY 2027	HSIP-ST	$12,852,000	$11,566,800	90%	$1,285,200	10%	corrected request - des 2200077 removed from project - S Doyle 9/22/25 carry over	
PRIOR	INDOT	2200068	N/A	US 36	US 36 At CR 400 W Intersection Improvement	Added Travel Lanes, Construct Turn Lanes	Exempt	$676,486		CN	SFY 2027	HSIP-ST	$436,486	$392,837	90%	$43,649	10%		
PROPOSED							$1,238,489	$562,003	CN	SFY 2027	HSIP-ST	$998,489	$898,640	90%	$99,849	10%	Stg 2 estimate increases CN costs - FY27 CN federal funds $898,640; state funds $99,849 - S Doyle 9/22/25	
PRIOR	INDOT	2201274	N/A	Traffic Signals in Marion County	Traffic Signals Modernization	Exempt	$1,412,814		-	-	-	$-	$-	-	-	-		
PROPOSED							$4,729,000	$3,316,186	PE/PL	SFY 2026	STPSM	$77,000	$69,000	90%	$8,000	10%	letting date changed from FY26 to FY29; added FY26 PE federal funds $69,000 state funds $8,000; FY29 CN federal funds $3,850,000 state funds $428,000 - S Doyle 9/15/25	
PRIOR									CN	SFY 2026	STPSM	$1,038,814	$831,051	80%	$207,763	20%		
PROPOSED									CN	SFY 2029	STPSM	$4,278,000	$3,850,000	90%	$428,000	10%		

	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL ITEM 3	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2400098	N/A	US 31	US 31 at Fry Road ADA sidewalk ramp	Bike/Pedestrian Facilities	Exempt	$400,000		CN	SFY 2029	NHS	$390,000	$312,000	80%	$78,000	20%		
PROPOSED								$843,000	$443,000	CN	SFY 2029	NHS	$833,000	$666,400	80%	$166,600	20%	increased funding for FY29 to $833,000 for CN	
PRIOR	INDOT	1701347	N/A	I- 465	Bridge Superstructure Replacement: Township Line Road over I-465	Replace Superstructure	Exempt	$9,366,709		-	-	-	$-	$-	-	-	-		
PROPOSED								$6,738,391	$-2,628,318	CN	SFY 2026		$127,372	$-	0%	$127,372	100%	Revise funding between SFY, Remove current Federal funding.	
PRIOR	INDOT	2300850	2300851	I- 65	District Bridge Project - Bridge Painting	Bridge Painting	Exempt	$103,460		-	-	-	$-	$-	-	-	-		
PROPOSED								$1,061,460	$958,000	CN	SFY 2029	NHPP	$958,000	$862,000	90%	$96,000	10%	Carry over FY29 CN added for both des numbers: des 2300850 federal funds $431,000 state $48,000; des 2300851 federal funds $431,000 state $48,000 - S Doyle 9/15/25	
PRIOR	INDOT	2401450	N/A	US 36	District Pavement Project (Non-I)	HMA Overlay Minor Structural	Exempt	$1,470,000		-	-	-	$-	$-	-	-	-		
PROPOSED								$9,836,534	$8,366,534	CN	SFY 2029	NHPP	$8,366,534	$6,693,227	80%	$1,673,307	20%	Carry over -- added FY29 CN federal funds $8,366,534 state funds $1,673,307 - S Doyle 9/22/25	
NEW	INDOT	2500761	2500754	US 52	District Small Structure Projects Des 2500761 on US 52 & Des 2500754 on I-465	Small Structure Replacement	Exempt	$1,256,790	$1,256,790	PE/PL	SFY 2026	NHS	$200,000	$160,000	80%	$40,000	20%	NEW PROJECT	
NEW										CN	SFY 2030	NHS	$1,056,790	$845,432	80%	$211,358	20%		
NEW	INDOT	2401300	N/A	I- 465	District Bridge Project (rehabilitation) on bridge over I-465	Bridge Deck Overlay	Exempt	$350,000	$350,000	PE/PL	SFY 2026		$100,000	$-	0%	$100,000	100%	NEW PROJECT	
NEW										CN	SFY 2029	NHPP	$250,000	$225,000	90%	$25,000	10%		
NEW	INDOT	2401842	N/A		Signing Project(New/Modernized) various locations	Signing Installation / Repair	Exempt	$1,180,000	$1,180,000	CN	SFY 2028	NHPP	$1,150,000	$1,035,000	90%	$115,000	10%	NEW PROJECT	
NEW	INDOT	2500474	N/A		Pavement Marking Project - Raised Pavement Markings within Greenfield District	Raised Pavement Markings, Refurbished	Exempt	$700,000	$700,000	CN	SFY 2027	NHPP	$700,000	$630,000	90%	$70,000	10%	NEW PROJECT	
NEW	INDOT	2500016	N/A	I- 70	Lighting Project (New/Modernized) Install Lighting on I-70	Install Lighting	Exempt	$2,987,000	$2,987,000	CN	SFY 2029	NHPP	$2,987,000	$2,688,000	90%	$299,000	10%	NEW PROJECT	

Memo

To: **IMPO Transportation Technical and Policy Committee Members**

From: Annie Dixon, Senior Planner

Date: 9.22.2025

Re: Resolution to Recommend Coordinated Plan for Adoption

The Transportation Technical and Policy Committee Members,

Please find in your packet a resolution to for the Transportation Policy Committee to formally adopt the 2025 update to the Coordinated Public Transit Human Services Transportation Plan (the "Coordinated Plan"). It can be found here on the Indianapolis MPO website. The Coordinated Plan is updated every four years and aims to identify unment needs and gaps in transportation and goals and strategies to address these gaps. The last update took place in 2021. Agencies applying for Section 5310 funding (funding dedicated to seniors and people with disabilities) must cite a goal in the locally-developed Coordinated Plan with their application for funding. The plan must include a provider inventory of services in the region, needs and gaps in service for individuals and seniors, and prioritized goals and strategies to address these unmet needs.

RLS and Associates worked with IMPO and IndyGo to lead the process of updating the Coordinated Plan. RLS has completed the last several Coordinated Plan updates. IMPO, IndyGo, and RLS worked together to engage the public, people with disabilities, and seniors to gather input for plan development. The project team also convened a group of stakeholders including public transportation providers and human services providers to guide the development of the plan's goals and strategies.

This plan was available for public comment from September 18th through October 3rd, 2025. IMPO hosted two virtual public hearings on October 13th at noon and 6pm. An in-person public hearing is scheduled for October 15th at 9am at MIBOR Realtor Association (1912 N. Meridian St.) at the Policy Committee meeting. IMPO conducted a number of outreach efforts to increase the visibility of the draft goals, plan development, and public comment period. These efforts included "boosted" Facebook advertising, a survey of users of public transit and human services, convening a stakeholder committee throughout plan development, public open houses (in-person and virtual) to receive feedback on draft goals and strategies, public notices in newspapers, emails to stakeholders and committee members, and notices in teMPO and on the IMPO website.

As of 9/22/2025 there have been no public comments. The IMPO Transportation Policy Committee must adopt the plan before the end of calendar year 2025 to be compliant.

If you have additional questions, please feel free to call me at 317.327.5646 or email me at Annie.Dixon@indympo.org

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING THE 2025 UPDATE TO THE COORDINATED PUBLIC TRANSIT-
HUMAN SERVICES TRANSPORTATION PLAN ("COORDINATED PLAN")**

Resolution Number 2025-IMPO-017

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

WHEREAS, the Coordinated Public Transit-Human Services Transportation Plan, hereafter referred to as "Coordinated Plan" is updated every four years and must include prioritized goals and strategies to meet unmet transportation needs and gaps in service for people with disabilities and older adults; and

WHEREAS, IMPO staff worked with the Indianapolis Public Transportation Corporation (d/b/a IndyGo) to conduct a planning process that included gathering information and input from the public, transportation providers, human services providers, and stakeholders; and

WHEREAS, agencies and organizations that apply for Section 5310 funding must cite a goal in the Coordinated Plan that their proposal will address; and

WHEREAS, the Coordinated Plan has been posted for public review and comment from September 18, 2025 – October 3, 2025 and resulting comments have been incorporated into the final draft of the Coordinated Plan and presented to the Transportation Policy Committee (TPC); and

WHEREAS, IMPO staff conducted public engagement and outreach efforts to spread awareness of the plan, draft and final goals, and the public comment and review period; and

WHEREAS, virtual pre-hearing meetings were held on October 13, 2025 and an in-person public hearing was held on October 15, 2025 for comment on the Coordinated Plan; and

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

SECTION 1: That the Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan") is approved as presented or modified by this Transportation Policy Committee on October 15, 2025.

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 15th day of October, 2025.

_____
Chair, Indianapolis MPO Transportation Policy Committee

_____
Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

0141736.0718524 4845-1899-6668v1

Coordinated Public Transit - Human Services Transportation Plan Update **DRAFT For Review**

Indianapolis Region

Prepared for the Indianapolis Metropolitan Planning Organization

v9.16.2025

Prepared by RLS & Associates
3131 S. Dixie Hwy
Suite 545
Dayton, OH 45439

Table of Contents

Introduction

This plan updates the Coordinated Public Transit-Human Services Transportation Plan (hereafter referred to as the Coordinated Plan) for the Indianapolis region, including Boone, Hamilton, Hancock, Hendricks, Johnson, Marion, Morgan, and Shelby Counties. This Coordinated Plan was initially developed in 2008, and was later updated in 2013 to fulfill the planning requirements for the United We Ride initiative and the Federal Transit Administration's (FTA) Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). A 2014 update was made to meet the planning requirements for Moving Ahead for Progress in the 21st Century (MAP-21). The SAFTEA-LU and MAP-21 were the Federal surface transportation authorizations effective through September 30, 2015.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act, was signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. The FAST Act applied new program rules to all FTA funds and authorized transit programs for five years. According to requirements of the FAST Act, locally developed, coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act Federal legislation. The Coordinated Plan was updated in 2017 to meet new requirements and reflect the changes in funding programs.

Since then, the Coordinated Plan has been updated once every four years per Federal requirement: in 2021, and presently in 2025. Funding to update this locally-developed regional Coordinated Public Transit-Human Services Transportation Plan in 2025 was provided by the Indianapolis Metropolitan Planning Organization (IMPO) and involved active participation from local agencies that provide transportation for the general public, older adults, and individuals with disabilities.

The Indianapolis Metropolitan Planning Organization (IMPO) values each individual's civil rights. 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. 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.gov/policies.

In accordance with Title II of ADA and Section 504, no qualified person with a disability shall be denied participation or benefits of IMPO programs.

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.

If information is needed in another language, contact 317-327-5136. Si se necesita información en otro idioma, comuníquese con 317-327-5136 o envíanos un correo electrónico a info@indympo.gov.

For alternative formats, translation services, or accommodation needs for persons with disabilities, or to view documents in person at our offices please contact us at info@indympo.gov, 317-327-5136, or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204.

Section 5310 Program: Enhanced Mobility for Seniors and Individuals with Disabilities

The program most significantly impacted by the plan update is the Section 5310 Program because participation in a locally developed Coordinated Plan is one of the eligibility requirements for Section 5310 Program funding. The Section 5310 Program provides formula funding to States and urbanized areas for the purpose of assisting public and private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when transportation service provided is unavailable, insufficient, or inappropriate to meeting those needs. The FTA apportions Section 5310 Program funds to direct recipients based on the population within the recipient service area. For the Indianapolis urban area, the Indianapolis Public Transportation Corporation (dba IndyGo) is the direct recipient. For rural and small urban areas in Indiana, INDOT is the direct recipient. As direct recipients, IndyGo and INDOT solicit applications and select Section 5310 grantee projects for funding through a competitive process which is clearly explained in the Program Management Plans of the direct recipients. Depending on the project type, Section 5310 grants require local match of 20 to 50 percent of the project cost.

Plan Development Methodology

This update to the Coordinated Plan incorporated the following planning elements:

1. Review of the previous regional coordination plan update to develop a basis for evaluation and recommendations;
2. Evaluation of existing demographic conditions in the region;
3. Conduct of a survey of transportation users on unmet transportation needs;

4. An inventory of existing public and human service transportation providers;

5. Conduct of a virtual meeting for regional stakeholders for the purpose of soliciting input on transportation needs, service gaps, and goals and implementation strategies to address these deficiencies;

6. Conduct of a second virtual meeting for stakeholders to review and prioritize updated goals and strategies; and,

7. Development of an updated implementation plan including current goals, strategies, level of investment required, and organizations for implementation; and,

8. Opportunities for public input on draft goals and the full draft plan document.

Existing Conditions

Demographics

Demographic characteristics such as overall population and the numbers of senior citizens, individuals with disabilities, and/or low-income households correlate to a higher likelihood of need for public or human service agency transportation. The 2020 total population for the eight-county region was 1,928,710. By 2050, the State of Indiana projects that the region's population will grow to 2,336,511 – an increase of 21 percent. Figure 1 displays the projected population change by county.

Figure 1: Population Projections by County
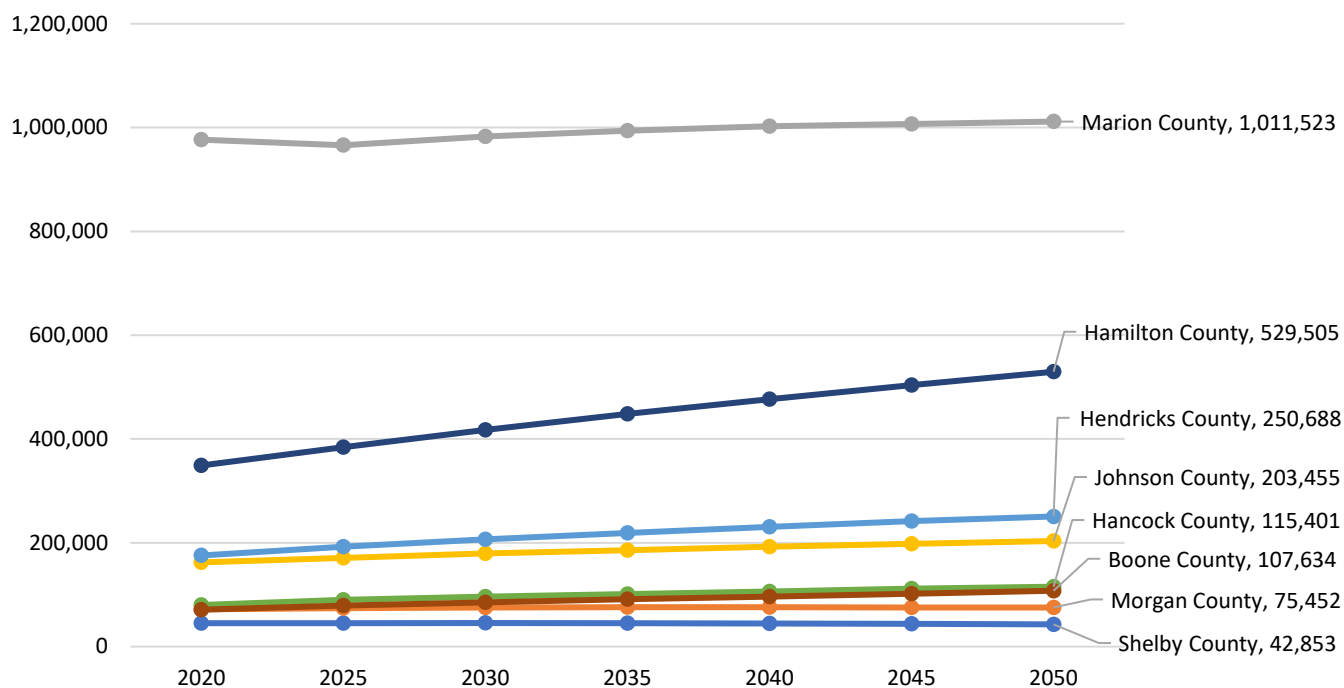
Data Source: STATS Indiana

Individuals with disabilities represent eight to 16 percent of each county's population, as shown in Figure 2. Marion County has the greatest number of residents with disabilities, while Morgan County has the highest incidence of disability.

Figure 2: Disability Incidence by County
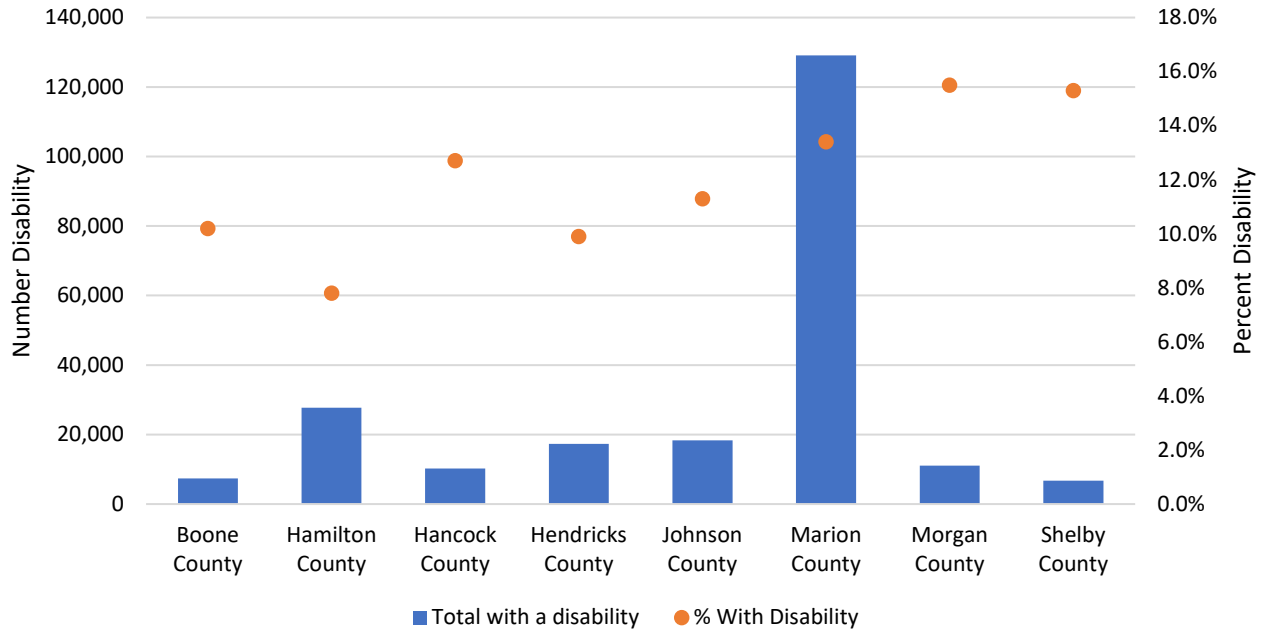
Source: 2023 American Community Survey Five-Year Estimates, Table DP03

The percentages of households with incomes under the Federal poverty level are shown in Figure 3. The highest-poverty county in the region is Marion County, followed by Shelby County.

Figure 3: Percent Below Poverty Level by County
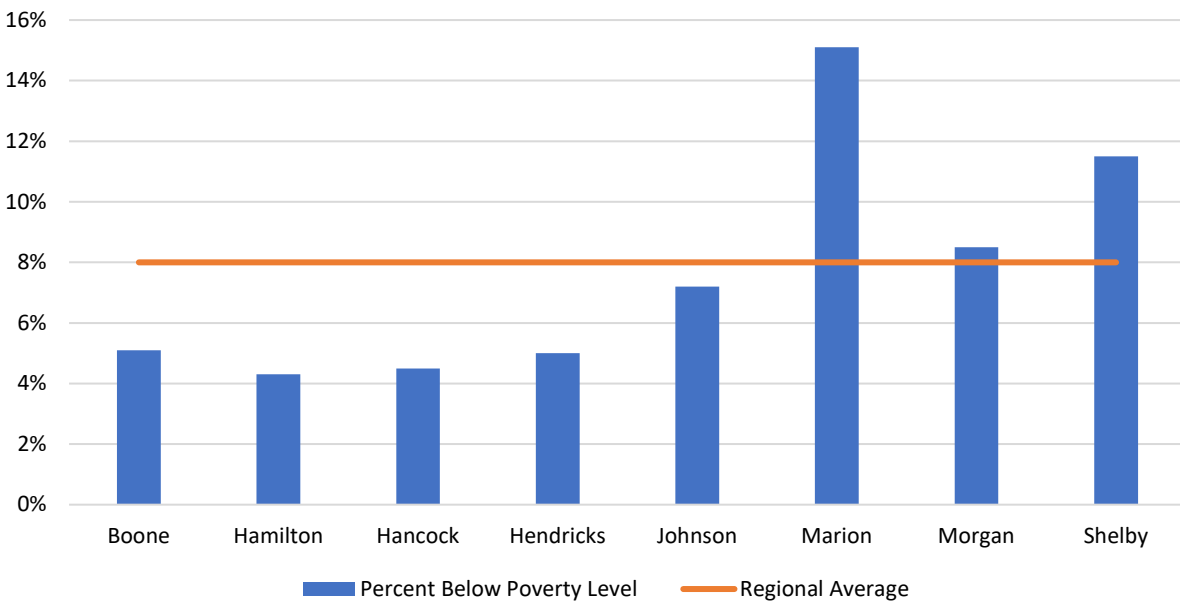
Source: 2023 American Community Survey Five-Year Estimates, Table S1701

The map in Figure 4 displays the percentage of the population in each Census tract that is 65 years of age or older. The most rural areas of the region tend to have higher percentages of older adults.

Figure 4: Senior Population Percentage by Tract
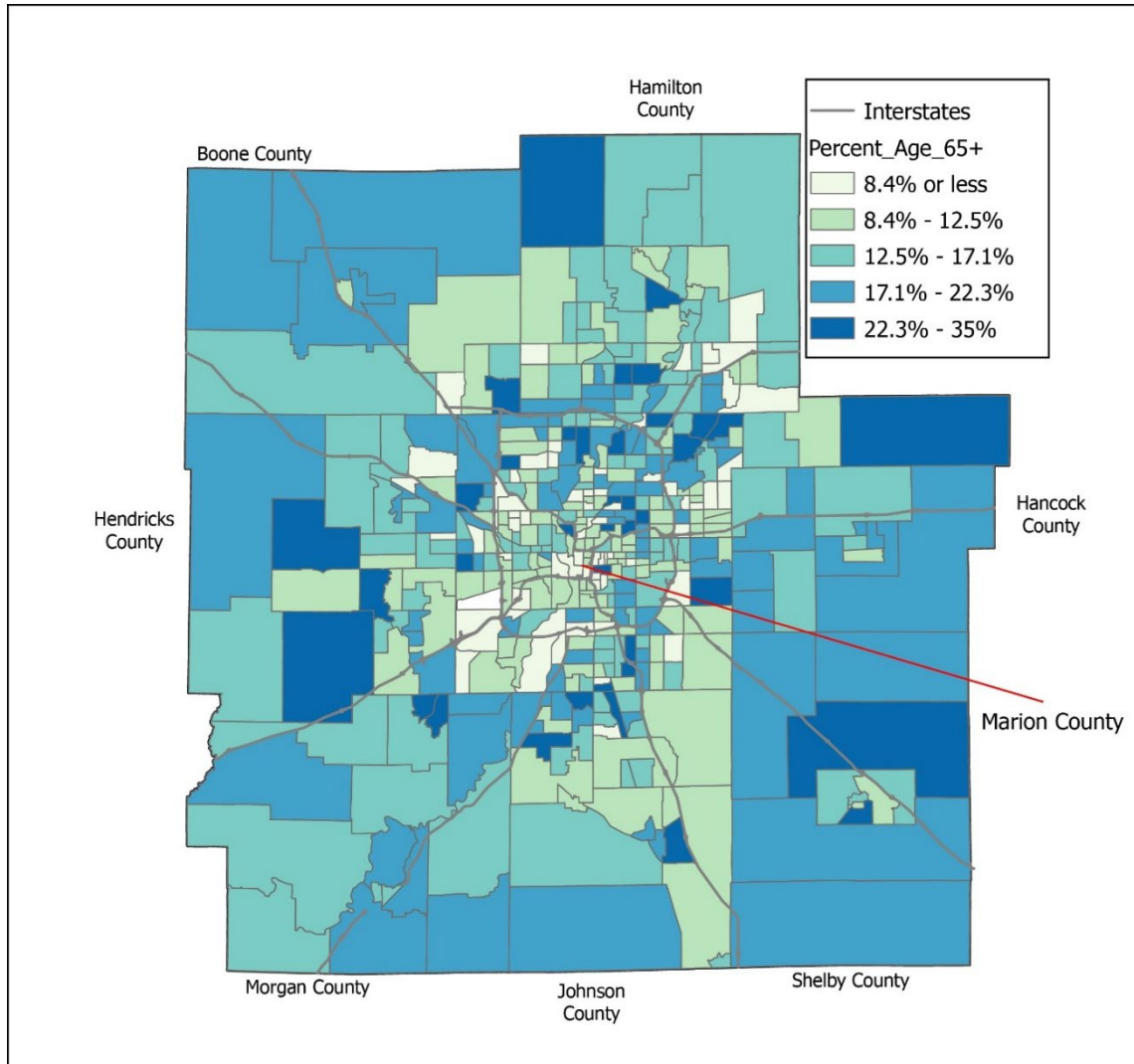
Source: 2023 American Community Survey Five-Year Estimates, Table B01001

Additional demographic analysis is included in Appendix B of this report.

Transportation Providers

An inventory of the region's public and human service transportation providers is included in Appendix D of this report. The region is served by 25 public and non-profit programs that range in eligibility, as summarized in Figure 5.

Figure 5: Public and Human Service Transportation Providers

8 Countywide and Regional Public Transit Operators

10 Client-Only Programs of Healthcare and Human Services Agencies

5 Specialized Services for Older Adults or People with Disabilities

2 Programs for residents of specific Indianapolis neighbor-hoods
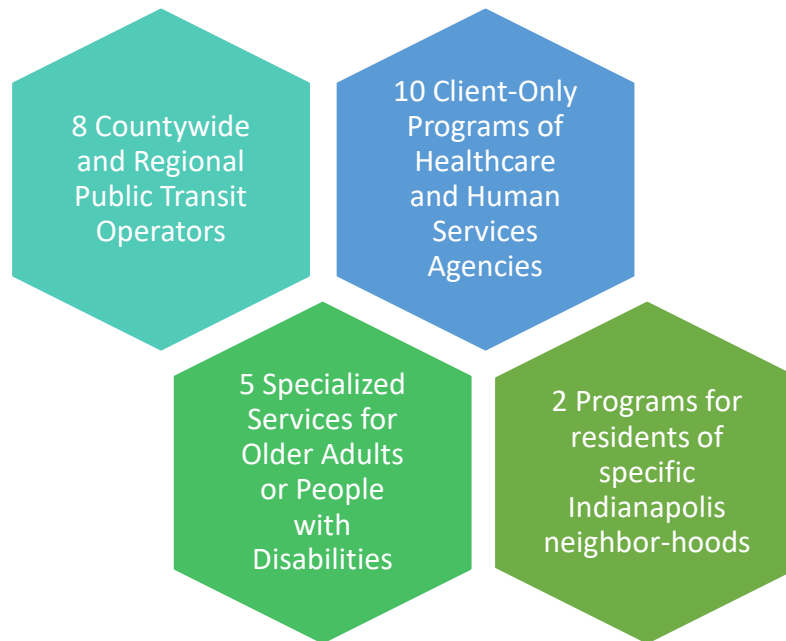
The region's public transit providers range in scale from small demand response providers in rural counties to IndyGo, a large urban system with extensive fixed route services. Ridership (measured in one-way passenger trips) and operating expenses for suburban and rural providers are shown in Figure 6. Two providers offering fixed route services, Access Johnson County and CIRTA, experienced higher ridership for the dollars invested.

Figure 6: 2024 Ridership and Operating Expenses, Suburban/Rural Providers and CIRTA
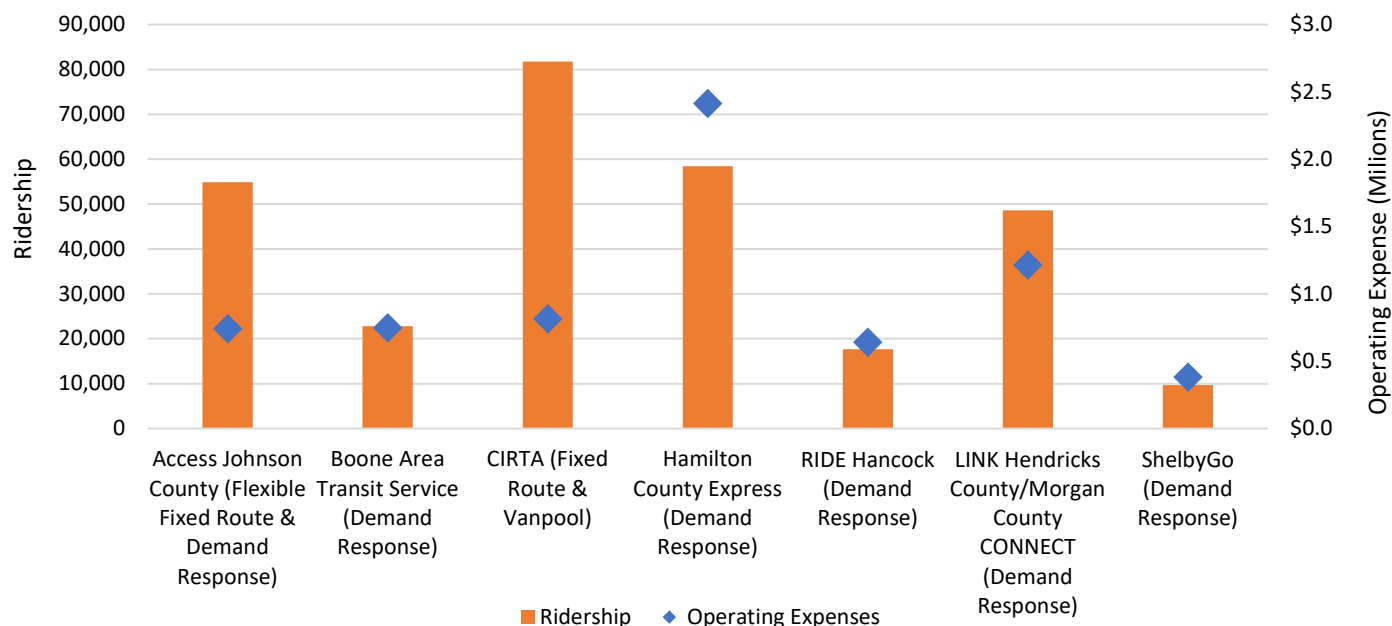
Data Sources: Transit Systems; INDOT Public Transit 2024 Annual Report

IndyGo, serving a more highly populated county with dedicated local funding for transit, provides a more robust service than the region's suburban and rural services. IndyGo's 2024 ridership and operating expenses for its three modes of service are shown in Figure 7. The bus rapid transit data are predominantly for the Red Line. The Purple Line opened in October, 2024.

Figure 7: 2024 Ridership and Operating Expenses, IndyGo
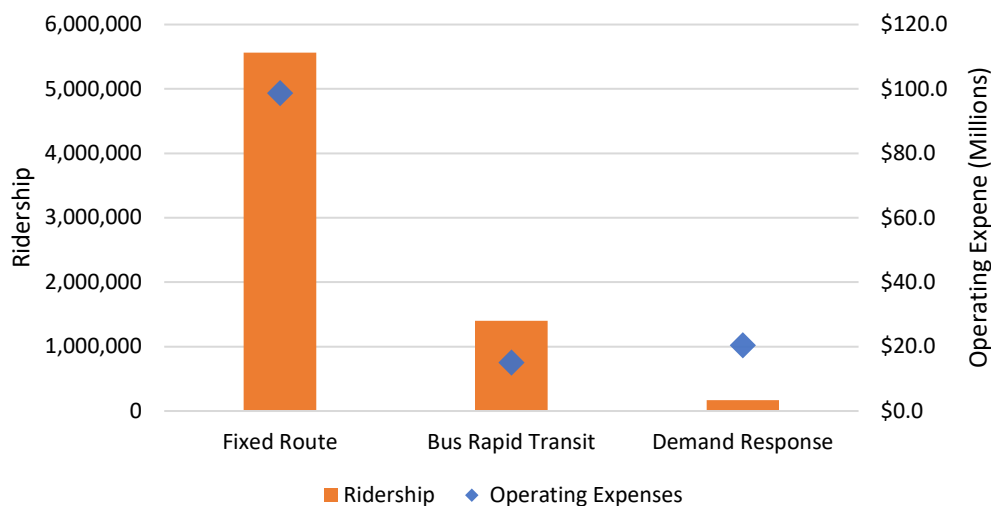
Data Source: IndyGo

The human services transportation programs in the region consist a diverse range of services, listed in Figure 8. They include suburban county senior centers, day services and employment programs for people with disabilities, hospital transportation programs, neighborhood-based services, and others. Details about these programs, including rider eligibility, cost and other program information, are included in Appendix D. This appendix also lists the region's private for-profit transportation providers.

Cross-County Trips

Two providers included in the provider inventory focus on providing cross-county trips. With some exceptions, Central Indiana's public transit providers generally remain within the county lines. Some provide out-of-county trips, primarily to medical facilities and day services programs. However, the providers are limited in their ability to travel outside of their counties due to resource constraints, high levels of demand for trips within their counties, or local policy.

My Freedom

Through a partnership with CIRTA, CICOA Aging & In-Home Solutions operates the My Freedom program for out-of-county travel for people with disabilities and anyone over the age of 60. Program consumers receive

Figure 8: Human Service Transportation Providers

A Caring Place/ Catholic Charities Indianapolis

Bosma Industries for the Blind

CICOA Aging & In-Home Solutions

Driven2 Success/ Pathway Learning Center

Eskenazi Health

Hendricks GO!/ Hendricks Co. Senior Services

Midtown Get Around/ MLK Center

Johnson County Senior Services

PrimeLife Enrichment

Noble Inc.

Tangram

Shares, Inc.

VA Medical Center

Use What You've Got Prison Ministry

highly discounted rates to travel with Ztrip, a taxicab company. The program is subsidized by FTA Section 5307, Indiana Public Mass Transportation Fund (PMTF), and Social Services Block Grant (SSBG) funding. The program has provided up to 300 one-way passenger trips per month. Trip

patterns are shown in Figure 9. The program provides connectivity between all of the Indianapolis area's suburban counties, including Madison County.

Figure 9: My Freedom Trip Patterns (Thicker Lines = More Trips), Jan 2024-Jul 2025
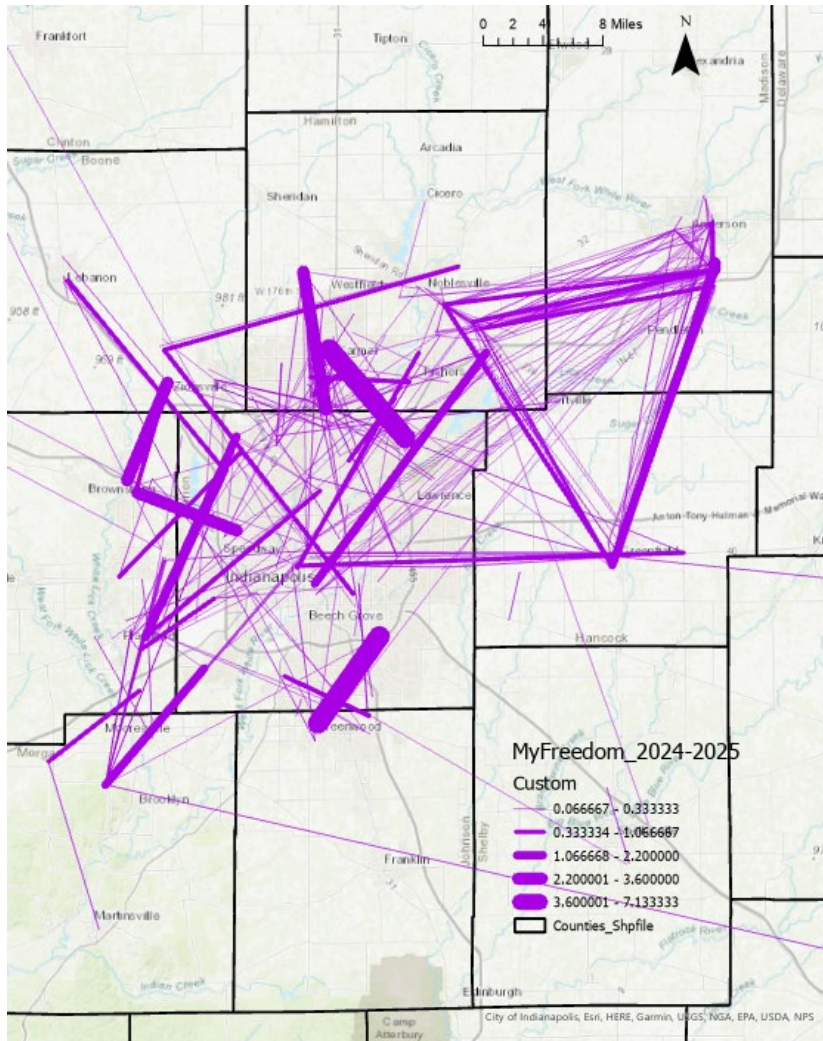
Source: CICOA and CIRTA

My Freedom monthly trip volume and activity by time of day are shown in Figure 10. Due to budget constraints, the program is reducing the level of service to a target of 270 trips per month through November 2026. While the majority of trips have been provided during the mid-day timeframe, many use the programs for trips at night.

Figure 10: My Freedom Trips by Month and Time of Day, Jan 2024-Jul 2025
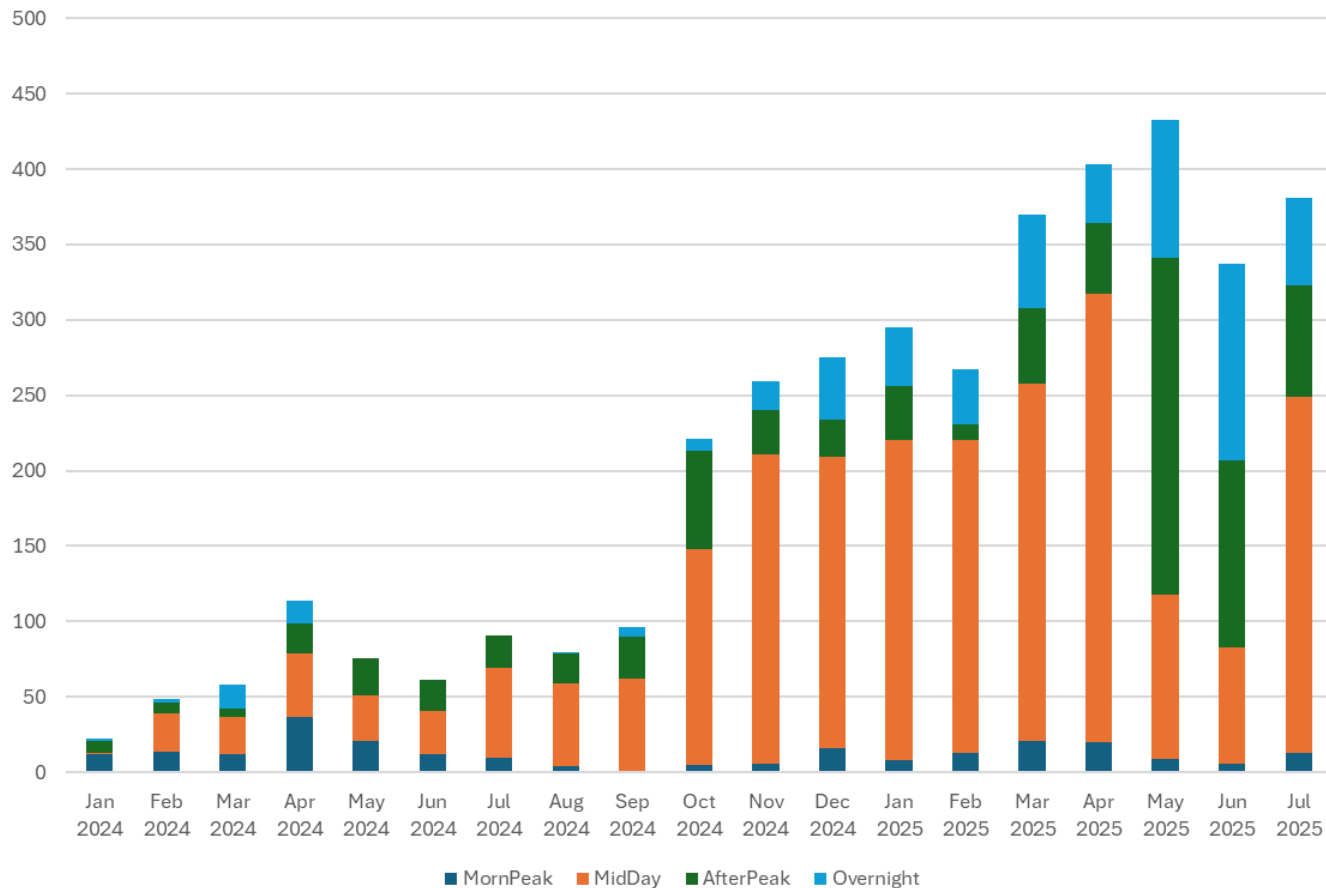
Source: CICOA and CIRTA

CIRTA Services

In addition to partnership with CICOA to fund the My Freedom program, CIRTA operates cross-county transportation programs that primarily serve employment purposes. The Workforce Connectors are fixed routes that originate in Marion County and transport individuals to industrial parks in Boone and Hendricks Counties. These services are funded primary through Economic Improvement District revenues. Secondly, the Commuter Connect program offers a variety of transportation options and resources to Central Indiana commuters. These services include vanpools, in which groups of commuters use 7- to 15-passenger vans leased from a third-party provider for shared rides to and from work sites. Of the 61,589 one-way passenger trips provided through vanpooling in 2024, 97 percent were trips that crossed county lines.

Needs Assessment

Overview

The IMPO contacted local human service agencies, neighborhood service centers, and all transportation providers serving each county in an attempt to solicit input and request participation from organizations that could potentially be impacted by the coordinated transportation planning process. The IMPO and the project consultant, RLS & Associates, conducted two stakeholder input meetings in the summer of 2025 to obtain information about unmet transportation needs and gaps in service. Additionally, the project team conducted a public input survey that was distributed by the participating stakeholders to older adults, individuals with disabilities, and people with low incomes in Central Indiana. Documentation of outreach efforts included in this project and the level of participation from each organization is provided in Appendix A.

The needs assessment also included demographic information collected at the county and Census tract level. The demographics of an area indicate demand for transportation service. Relevant demographic data were collected and are summarized in Appendix B. The data was gathered from multiple sources including the U.S. Census Bureau's 2023 American Community Survey (ACS) Five-Year Estimates and the State of Indiana.

Key Survey Findings

The survey instrument and a full analysis of the results are included in Appendix C.

The responses by ZIP code are shown in Figure 11. All of the study area's counties were represented in the responses, with the highest representation from Hamilton and Johnson Counties. The fewest responses were received from Hancock County. Eight respondents did not provide their ZIP codes.

Figure 11: Survey Responses by ZIP Code (N=275)
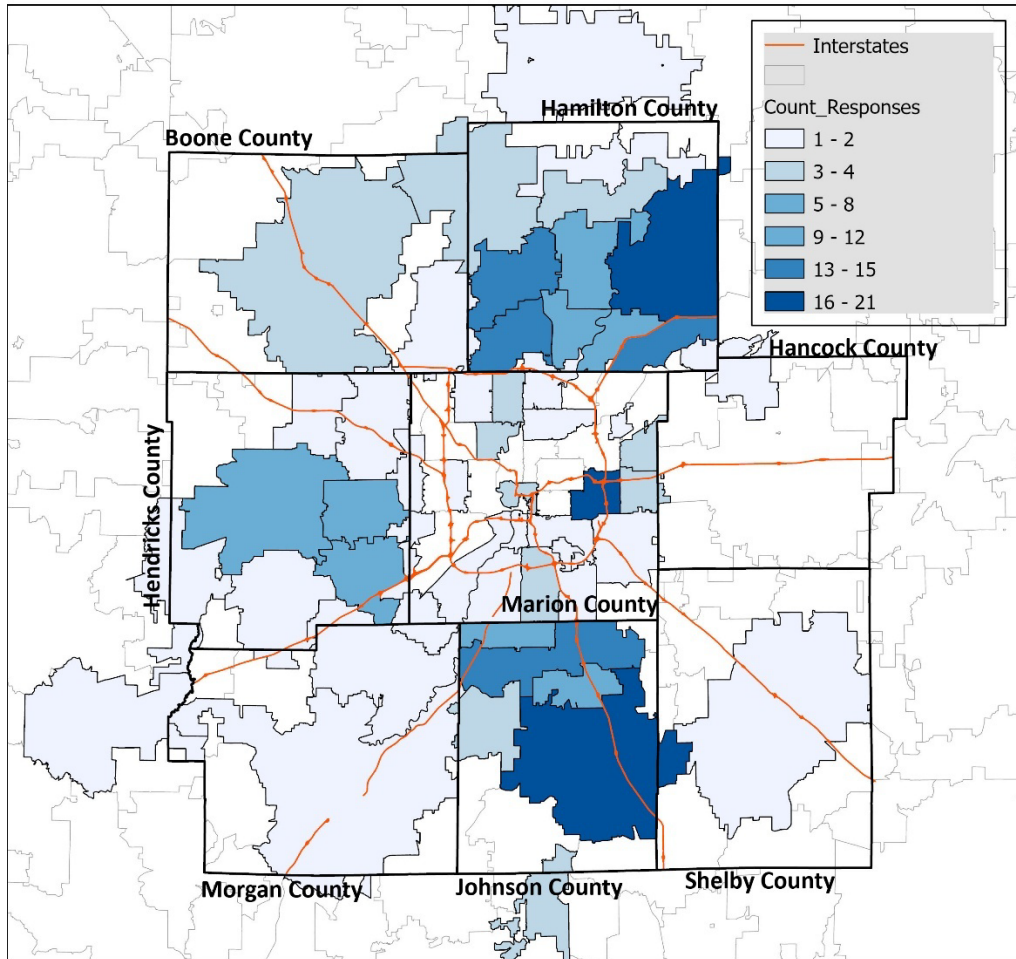
Respondents indicated whether they have difficulties with using the region's existing services to meet their transportation needs for various trip purposes. Respondents provided the number of trips they need in a typical week for eight purposes. Then, for each purpose, they reported how many of the needed trips they are actually able to take using the services available to them.

For every listed trip purpose, 22 to 47 percent of the respondents reported having trip needs for which they do not get all of their needed transportation. The results for all trip purposes are shown in Table 1.

Table 1: Difficulty with Trip Purposes

Trip Purpose	Percentages of Survey Respondents with Transportation Barriers for this Purpose		Frequency of Respondents' Trip Need for this Purpose
Work		31% do not get all needed work trips	81% need 8+ work trips per week *(N=110)*
Medical		41% do not get all needed medical trips	86% need 4 or fewer medical trips per week *(N=78)*
Shopping*		47% do not get all needed shopping trips	93% need 8+ shopping trips per week *(N=74)*
Social		45% do not get all needed social trips	97% need 8 or fewer social trips per week *(N=62)*
School		22% do not get all needed school trips	60% need 8 or fewer school trips per week *(N=42)*
Faith-Based		36% do not get all needed trips to faith activities	82% need 4 or fewer trips to faith activities per week *(N=34)*
Day Services		22% do not get all needed day services trips	59% need 5+ day services trips per week *(N=78)*
Dialysis		23% do not get all needed dialysis trips	61% need 5-8 dialysis trips per week *(N=18)*

*includes grocery shopping

Respondents provided the sources of difficulty with getting the trips they need. As shown in Figure 12, the most common source of difficulty is that available services are too busy or booked up. The second most common concern is that the services are not available when they are needed.

Figure 12: Sources of Difficulty for Getting Needed Transportation (N=138)
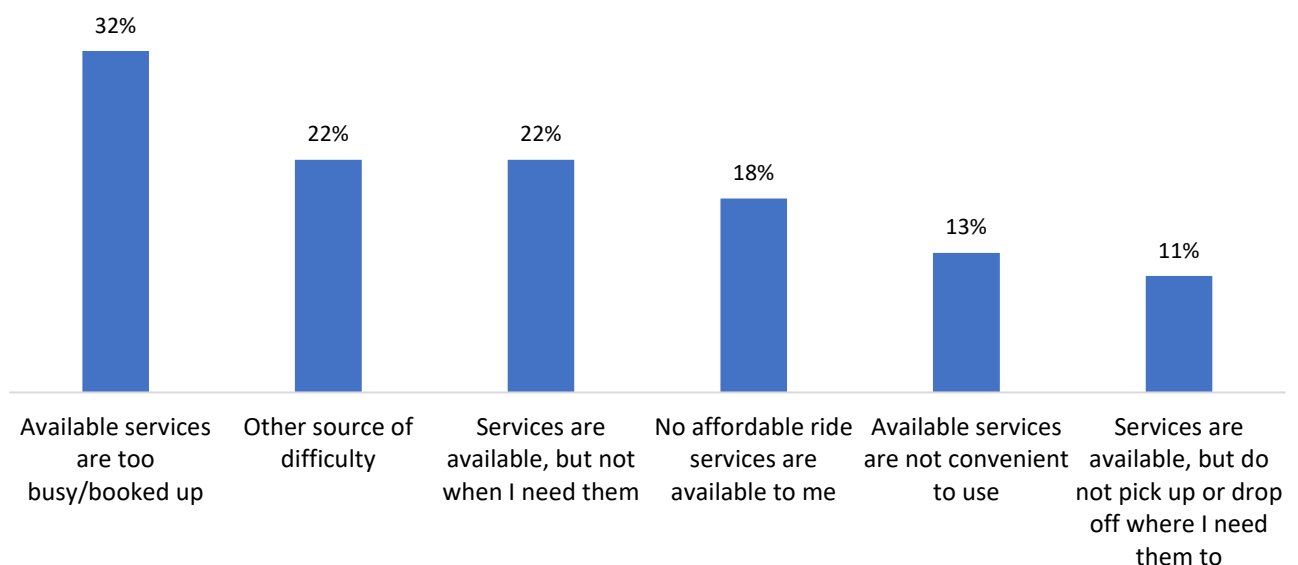
Of the 22 percent who selected "Other source of difficulty," the following concerns were specified in open-ended comments.

Table 2: Other Sources of Difficulty with Available Services (N=31)

Theme	Number of mentions
Not on time	5
Poor communication about schedule changes or availability	5
Not dependable	4
Rides take too long	4
Not always available when needed	3
No availability on evenings, weekends or holidays	2
Inconsistent pickup or dropoff times for recurring trips	2
Inconvenient	2
Unaffordable	2
Apprehensive about allowing dependent to ride unsupervised	1
Difficult to transfer between systems	1
Lack of service across county lines	1
Medical facility far from home/long drive time	1
Physically uncomfortable ride	1

Respondents who do not use advance transportation services indicated the reasons why. The responses are shown in Figure 13. Other than those who stated that they use other ways of getting around or prefer to drive, the most frequent comment was that the services are not available at needed times.

Figure 13: Reasons that Respondents Do Not Use Available Advance Reservation Services (N=137)

Reason	Count
I use other ways of getting around.	59
I have my own car and prefer to drive.	23
It is not available at the times or days when I need it.	20
These services are too expensive.	16
It takes too long to get to destinations on these services.	16
I have to schedule these services too far in advance to be useful.	12
These services' schedules often are full when I call for a ride.	12
It does not go where I need to go.	10
These services do not feel safe.	9
I am not eligible to use these services.	9
I don't know how to use these services.	8
I do not like sharing a ride.	5
Other (please specify)	26

Of those who selected "Other (please specify)," some did not provide further comment, or they stated that they do use advance reservation services. Otherwise, the comments were:

- Brother takes me
- Difficult for wheelchair users (he is 5 yrs old)
- Even if I book early, I still arrive late.
- Family
- Family or friends provide transportation
- I (mom) takes him but there will be a time in the future that I will be no longer able to.

- I am never comfortable that I will get a ride home in a timely manner or if I have to stay for testing
- Interpretation isn't always provided to schedule
- No Volunteer Drivers picked up my ride reservation requests.
- Person is a minor
- Pick up too early

Respondents indicated what they would change to make public transit options, including advance reservation and fixed route/bus rapid transit services, more appealing. The responses are shown in Figure 14. Respondents could select more than one answer. The top responses were service on Saturdays and being more reliable/on-time.

Figure 14: What Respondents Would Change to Make Public Transit More Appealing (N=199)
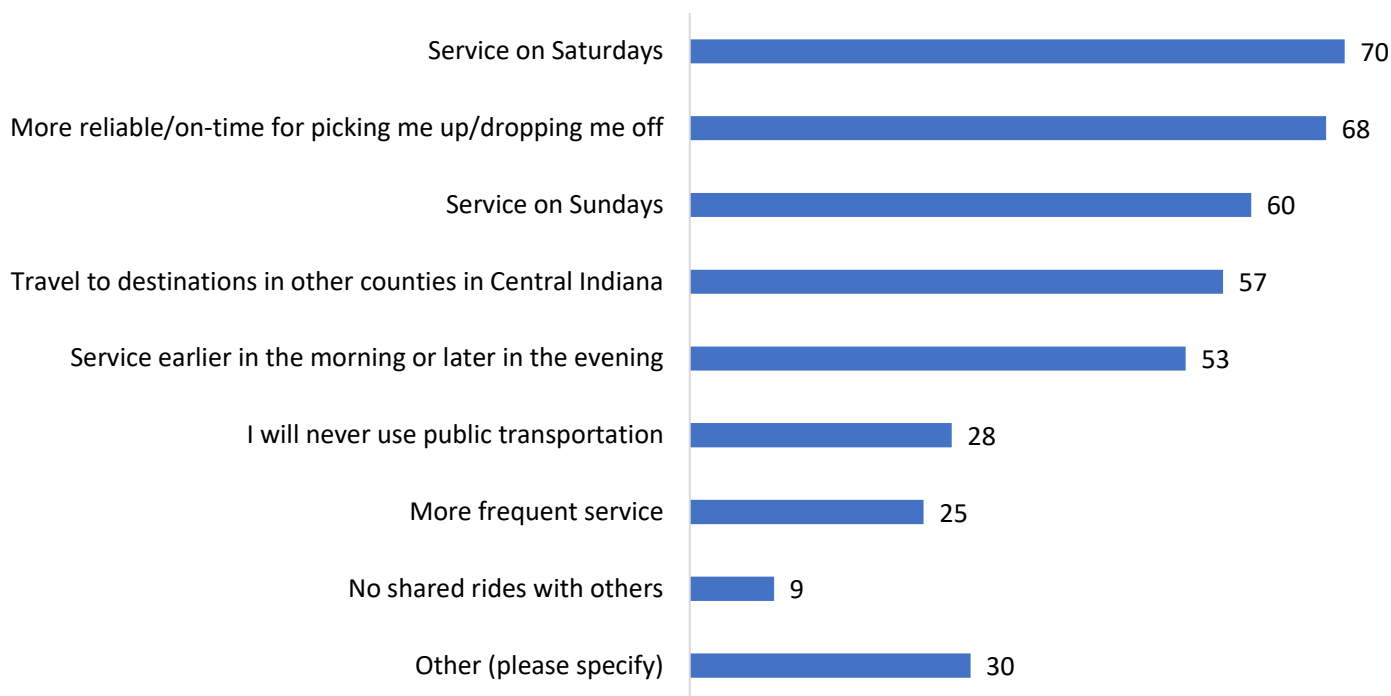
The "Other (please specify)" responses included:

- Ability to request rides online 1-2 weeks in advance vs day to day
- Consistency with routes.
- Easier ride scheduling
- Greater flexibility with ability to make multiple stops during trips
- I need a lift use walker
- Later in the evenings would be great
- Longer hours on Saturday
- More holidays open for business
- Safer, security

- Safety when using the service is main concern.
- The 30-minute pick up window is challenging for my daughter with Down syndrome.
- There aren't enough East-West routes.
- Trips to Indy medical care
- Tuesday, Wednesday and Thursday
- We want to ensure each vehicle is wheelchair accessible.

When answering multiple survey questions, respondents shared positive feedback about the services they use, as shown in Figure 15.

Figure 15: Positive Feeback
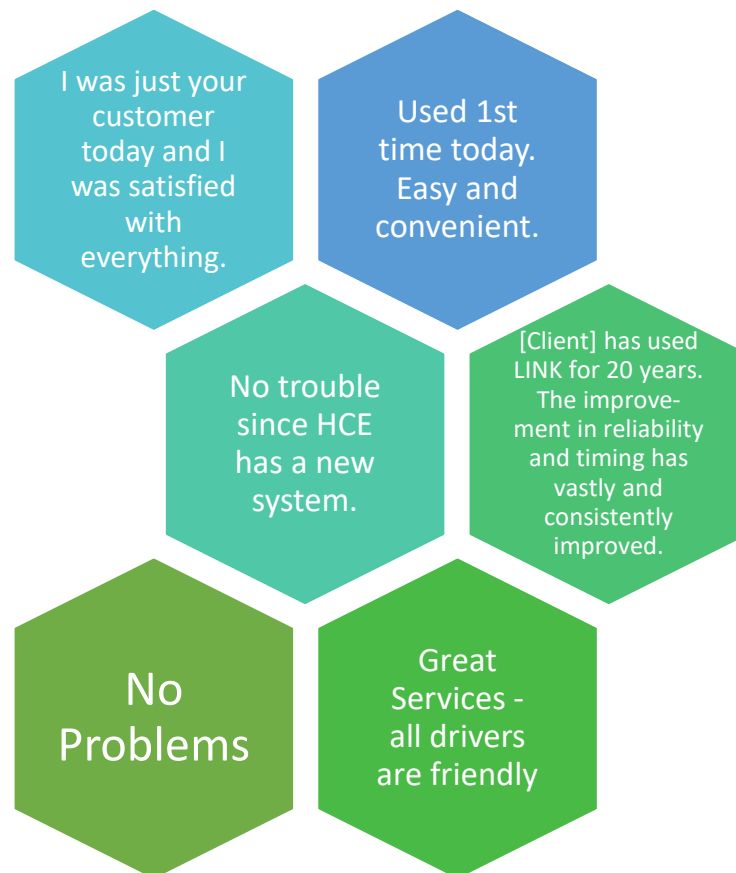
Respondents shared demographic information including age, language spoken, racial identify, disability, employment status and income. The full results are provided in Appendix C. Respondents' household incomes are shown in Figure 16.

Figure 16: Respondents' Household Incomes (N=220)
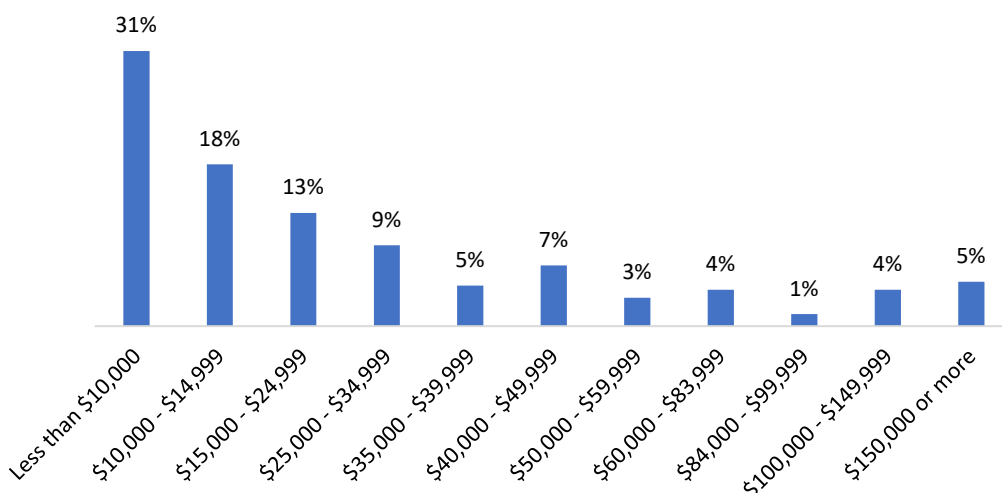
Stakeholder and Public Input

The IMPO contacted local human service agencies, neighborhood centers, and transportation providers to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. The project team conducted two virtual stakeholder meetings (May 19, 2025 and July 29, 2025) to obtain input on unmet needs, gaps in service, and strategies for addressing these needs and gaps. Interactive online polling was used in both meetings to collect input, including the prioritization of strategies for implementation.

Invitations were emailed to organizations that participated in the 2021 Coordinated Plan Update, agencies that have contacted IndyGo in recent years about the Section 5310 grant program, and participants in the CIRTA's County Connect meetings for transportation providers. Transportation providers were also invited to complete a survey that covered program data and their input on coordination within the region.

Additionally, the IMPO conducted a series of public outreach meetings to provide information about the Coordinated Plan and invite feedback on potential strategies to address unmet transportation needs. Five meetings were held over July 21-24, 2025: two were virtual, and three were held at public libraries in Greenwood (Johnson County), Indianapolis (Marion

County), and Whitestown (Boone County). A full list of engagement efforts is included in Appendix A.

Representative comments received in the transportation provider survey follow.

Strengths of Central Indiana's Existing Transportation Network

Ability to coordinate trips

Good working relations with IMPO, CIRTA, INDOT, IndyGo and other providers

Our partnership with CICOA and the My Freedom program gives clients options 24 hours a day 7 days a week

Relationships with local team members to assist in getting the customer access to a safe and affordable ride with compassion and care

Wonderful collaboration among those of us interested in helping our community within Central Indiana.

What Isn't Working Well

Figuring it out how to make it simple for riders to coordinate trips and fares.

Not having more funding. Lack of proper infrastructure for those clients for safety and accessibility such as more shelters, proper sidewalks etc.

Funding needs increased...

Raising funds

Delays in pickup, long waits, long trips.

Progress is very slow.

Areas in Which Central Indiana Should Focus on Improving Coordination		
Getting people in and around Central Indiana. For doctor visits, work, etc. and let's not leave out the Veterans too.	*Sharing data and resources with one another.*	*Crossing County lines, transportation for folks younger than 60 but without a true disability. Example: 58-year-old needing a transport to the grocery store.*

How You Define Coordination and What Success Looks Like

Families don't have to "start over" at every agency. Their needs are understood, and support is uninterrupted across services—from transportation and case management to housing and recovery support.

Working together to meet the needs of those we serve.

Coordination is working towards us all doing the right thing for the client and sharing each other's resources and not looking at each other as a threat but more of a partner. Sharing those resources on a *regular* basis such as trip denials without fear of being judged, etc. We all have a role to play but working towards a way to do it effectively with the tax payer and clients in mind.

We operate the My Freedom program to bridge the gap between cross-county transportation. CIRTA helps promote and markets the program with their PMTF funding and is the subrecipient of 5307 funding from IndyGo. Ztrip is the local provider for all trips.

Working well together in order to serve those that need transportation with easy scheduling and affordable fares, maybe some bulk purchases. We all need the same items to operate transportation.

With our guidelines currently set to cross county lines, we have not needed as much coordination but certainly could increase our volume if there were regular connections at county lines.

Stakeholder Meeting Participants

Organizations that were represented in the stakeholder meetings included:

- A Caring Place/Catholic Charities
- AARP
- Access Johnson County/Gateway Arc
- Boone Area Transit System/Boone County Senior Services
- Bosma
- CICOA Aging & In-Home Solutions
- Central Indiana Regional Transportation Authority
- Easterseals
- Eskenazi Health
- Go Go Bus
- Hamilton County Express/Janus Developmental Services
- Hancock County Senior Services

- Health By Design
- Hendricks County Senior Services
- INDOT Office of Transit
- IndyGo
- Indianapolis Metropolitan Planning Organization
- John Boner Neighborhood Centers
- MLK Center
- Noble
- Project Will
- Shares, Inc.
- Sycamore Services
- Tangram, Inc
- United Way of Central Indiana
- Village Of Merici

Transportation Needs

In the May 19 stakeholder meeting, the participants reviewed the list of unmet transportation needs included in the 2021 Plan Update, and suggested additional needs. These needs are listed in Table 3. The stakeholders concurred that all of these needs were still present in 2025.

Table 3: 2021 Unmet Needs Reviewed by Stakeholders

Transportation Service Needs/Gaps	Other Needs/Gaps (Coordination, Technology, Etc.)
- Additional BRT lines identified in Marion Co Transit Plan - Access to jobs in suburban industrial parks, medical centers, and retail/hospitality areas - Cross-county travel - Demand response transportation that is timely (not too early or late, reasonable ride durations) - Frequent fixed route service - More opportunities to carpool or vanpool - On-demand or same-day transportation through a coordinated network - Transportation in more places, whether it is demand responsive or fixed route - Transportation that operates every day of the week from early morning to late evening - Transportation to work that allows for convenient childcare drop-off/pick-up	- Accessible bus stops with adequate sidewalk connectivity - Awareness of transportation options and travel training - Centralized, regional trip planning and scheduling/dispatching resource that incorporates all modes including Transportation Network Companies and micromobility - Communication and coordination between human services and public transit providers - Expansion of the use of attendants for frail passengers - Inconsistent provider policies/procedures on fare structure, fare payment, ride scheduling, and eligibility - More "customer voice" in transportation planning (e.g., better opportunities for input from people who rely on service, such as individuals with disabilities) - Regional fare structure for all public transportation providers in the region - Rider training for people with developmental disabilities to use independently - Technology for provider coordination and/or customer convenience (e.g., reserving trips online, paying fares, tracking buses) - Tracking of trip denials as a region and cross county trip requests.

The participants ranked a consolidated list of unmet needs and service gaps according to the criticality of the need, and the feasibility of region's providers to address the need. The rankings are shown in Figure 17. Funding and expanded service were ranked as the most critical unmet

needs. However, the participants ranked coordination and user representation needs in planning as the most feasible to address.

Figure 17: Ranking of Unmet Needs/Gaps in Service

Most Critical	Most Feasible to Address
1. Not enough funding	1. Lack of coordination between human services and public transit
2. Not enough hours/days of service	2. Not enough representation of transit users in planning
3. Not enough service to all demanded locations	3. No centralized regional trip planning/scheduling/dispatching
4. Not enough service across county lines	4. Not enough service across county lines
5. No centralized regional trip planning/scheduling/dispatching	5. Lack of consistency across the region for fare structure, payment, eligibility, etc.
6. Lack of consistency across the region for fare structure, payment, eligibility, etc.	6. Not enough hours/days of service
7. Lack of coordination between human services and public transit	7. Not enough service to all demanded locations
8. Not enough representation of transit users in planning	8. Not enough funding

Progress since Previous Plan

In the Indianapolis region, progress during the previous four years has included:

- The implementation of the Purple Line bus rapid transit line by IndyGo, and the initiation of construction of the Blue Line.
- The addition of concrete landing pads and passenger amenities such as seating and shelters to numerous IndyGo bus stops.
- The relaunch of the My Freedom discounted transportation program for inter-county trips for older adults and people with disabilities.
- Improvements to passenger communications made by demand response transportation providers, including the adoption of improved reservations and trip status update technology.

Stakeholder meeting participants identified goals and strategies from the 2021 Coordinated Plan Update (listed in Table 4) that had the most progress, and that were important to continue.

Table 4: 2021 Plan Update Goals and Strategies

Goals	Strategies
Goal 1: Provide a Unified, Regional Transportation Scheduling, Dispatching and Trip Payment Network with A Single Portal/One-stop Hub for Obtaining System Information and Reserving Rides	• Strategy 1A. Consolidate the scheduling and dispatching functions of multiple transportation providers under a single organization using robust, modern scheduling and dispatching technology. • Strategy 1B. Provide a consistent, region-wide fare structure and trip payment system. • Strategy 1C. Adopt a consistent transportation costing methodology based on providers' fully allocated costs and a procedure for billing and payment for coordinated trips. • Strategy 1D. Increase awareness of Central Indiana's transportation options by making system information and travel training easily accessible to all.
Goal 2: Expand Mobility through Maintaining or Building on Existing Transportation Options and Developing New Services, Including Providing More Opportunities for Traveling Across County Lines for All People Regardless of Age, Race, Income, or Disability	• Strategy 2A. Expand the CICOA My Freedom cross-county transportation voucher program • Strategy 2B. Expand public transit and open-door human service transportation providers' service areas • Strategy 2C. Offer transportation seven days per week with longer and more consistent operating hours (i.e., provide the same hours weekdays, Saturdays, and Sundays), and with increased frequency on fixed routes.
Goal 3: Improve Accessibility of Bus Stops	• Strategy 3A: Ensure that fixed route bus stops are located near destinations that are important for older adults and people with disabilities, and improve infrastructure to allow easy mobility to these destinations.
Goal 4: Improve Mobility for Older Adults and People with Disabilities Through Enhanced Input Opportunities and Conduct Outreach and Education to Raise Awareness of Funding Needs	• Strategy 4A. Recruit older adults, individuals with disabilities, and people with low incomes as members of policy-making and planning bodies. • Strategy 4B. Engage in outreach and education efforts to demonstrate the need for increased transportation funding.

The following three figures depict the feedback received from the meeting participants on each goal and strategy. The participants identified that the most progress had been made on the accessibility of fixed route bus stops (Strategy 3A). Participants felt that it was the most important to continue to improve mobility for older adults and people with disabilities through enhanced input opportunities and conduct outreach and education to raise awareness of funding needs (Goal 4).

Figure 18: Stakeholder Feedback on Progress - 2021 Goals and Strategies (Goal 1)

Selected as Having Made Progress ■ **Selected as Important to Continue**
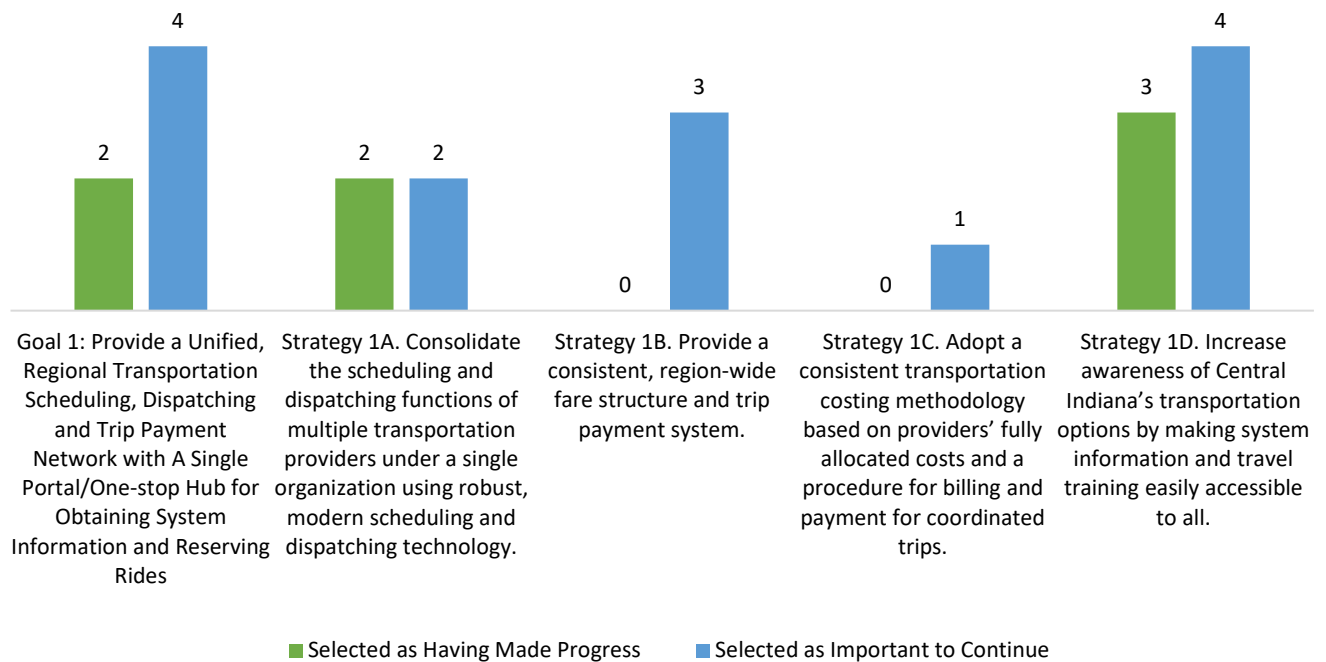
Figure 19: Stakeholder Feedback on Progress - 2021 Goals and Strategies (Goal 2)

■ **Selected as Having Made Progress** ■ **Selected as Important to Continue**
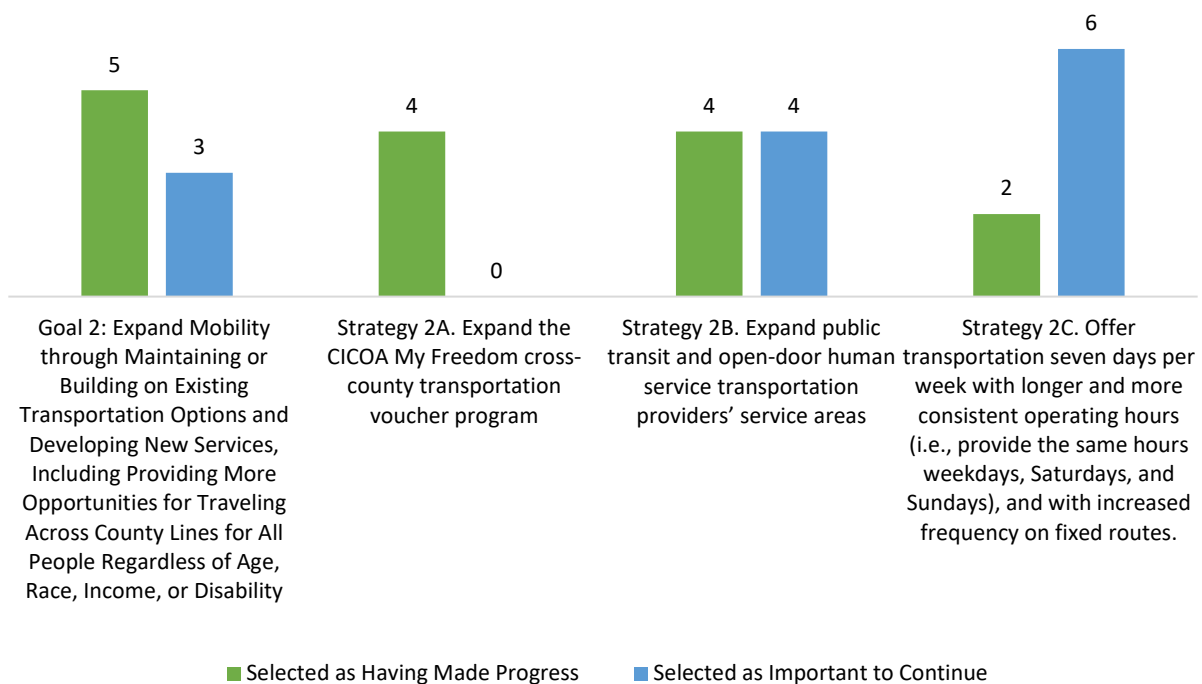
Figure 20: Stakeholder Feedback on Progress - 2021 Goals and Strategies (Goals 3 and 4)

■ Selected as Having Made Progress   ■ Selected as Important to Continue
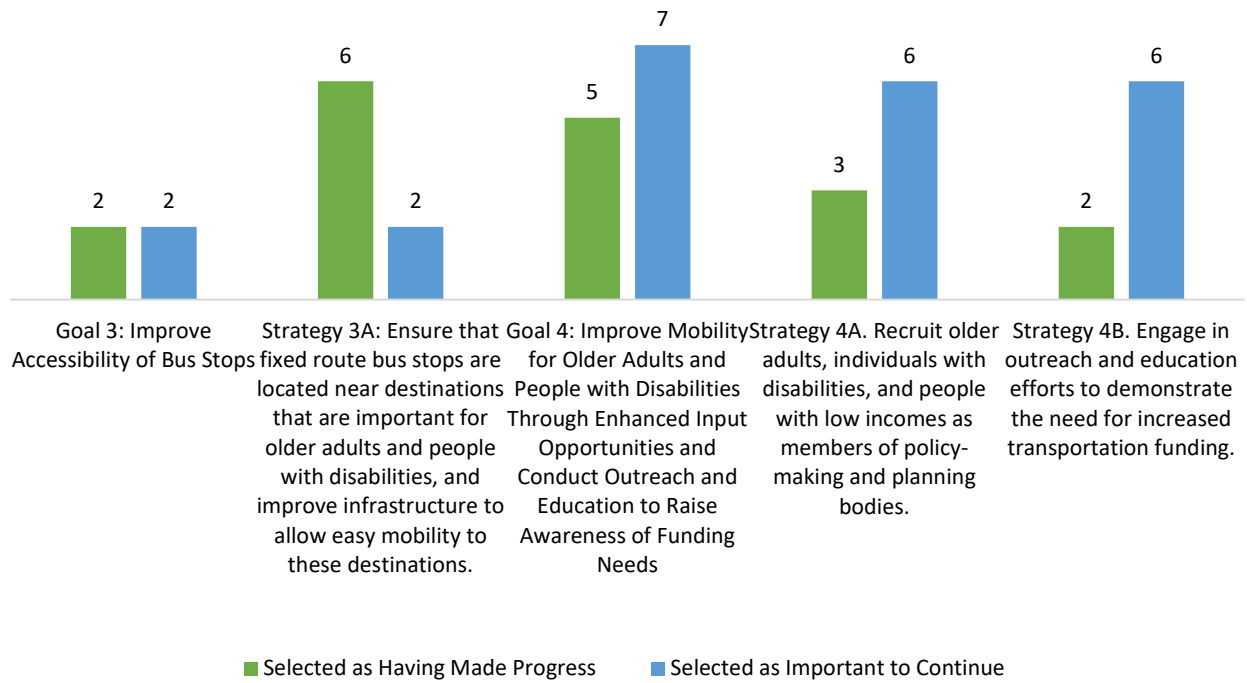
Implementation Plan

Coordinated Transportation Goals and Strategies

This updated Coordinated Plan provides a prioritized set of strategies under four broad goals to address the identified unmet needs and gaps in service. The four goals represent desired outputs for the region's transportation network; the strategies are approaches that organizations can take to move the region toward the goals.

Goal 1: Maintain and Improve Existing Service

1A. Maintain existing services
1B. Increase days and hours of service
1C. Expand capacity within existing hours of service
1D. Make transportation more reliable and predictable (more accurate pick-up/drop off windows, improved communication between provider and rider, etc.)
1E. Reduce travel times on demand response services
1F. Increase workforce transportation services
1G. Improve bus stop accessibility/waiting areas and pathways

Goal 2: Coordinate Programs and Services

2A. Pilot a multi-provider scheduling/dispatching operation (1 entity schedules/dispatches)
2B. Adopt a consistent region-wide fare structure and payment system
2C. Pilot a trip coordination program
2D. Provide regional travel training

Goal 3: Complement Public Transportation

3A. Increase access to out of county destinations
3B. Support trips not served by public transportation (e.g. vouchers)
3C. Provide demand response services for seniors or people with disabilities that are personalized to their needs

Goal 4: Educate Decision-Makers

4A. Conduct outreach and education to demonstrate the need for transportation funding
4B. Increase the numbers of people with disabilities, older adults and individuals with low incomes on policy-making and planning bodies

The strategies under each goal were prioritized by the participants in the July 29, 2025 stakeholder meeting. Participants selected the strategies that they felt would be have the most impact on current users of transportation services, and would be the most feasible for the region's providers to implement. The highest priority strategies are shown in Figure 21. The three top strategies are to (1A) maintain existing services, (1B) increase days and hours of service, and (1D) make transportation more predictable and reliable. Of these three, increasing days and hours of service was identified as lower in feasibility, likely due to requiring more financial resources.

Figure 21: High Priority Strategies
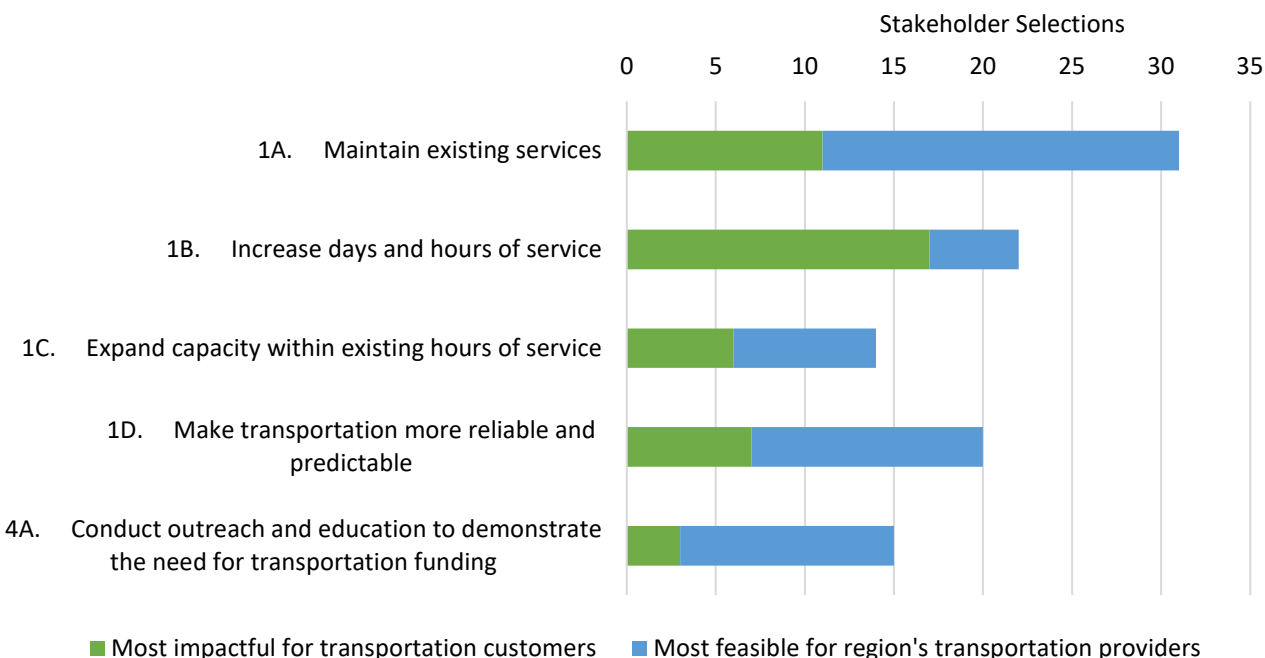
The medium priority strategies are listed in Figure 22. Some of these strategies were identified as feasible for implementation, but did not receive any selections for being the most impactful for transportation customers.

Figure 22: Medium Priority Strategies

Stakeholder Selections

- ■ Most impactful for transportation customers
- ■ Most feasible for region's transportation providers
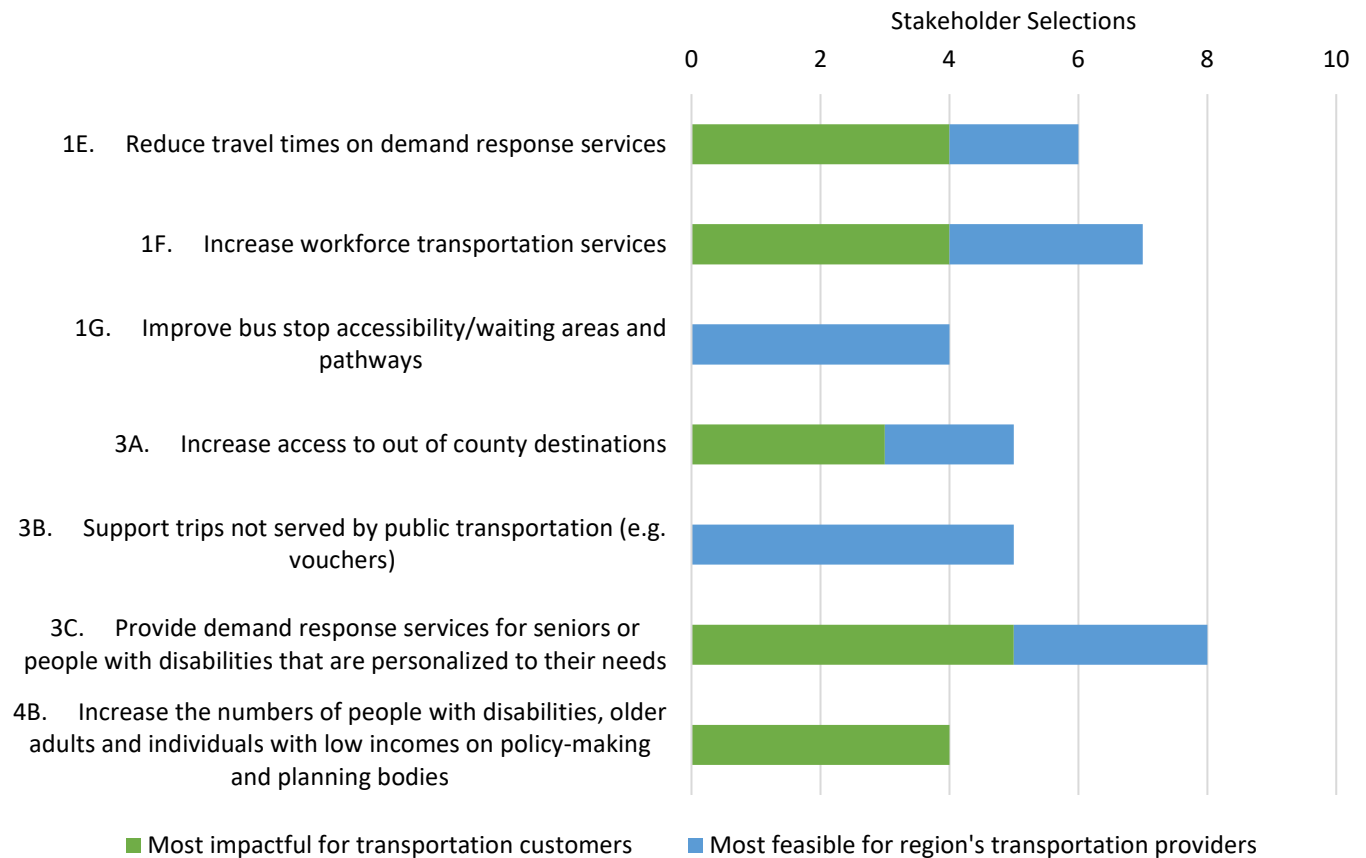
Figure 23 lists low priority strategies. These include all Goal 2 strategies (coordinate programs and services). Some were identified as feasible, but none were selected as the most impactful.

Figure 23: Low Priority Strategies

Stakeholder Selections

- ■ Most impactful for transportation customers
- ■ Most feasible for region's transportation providers
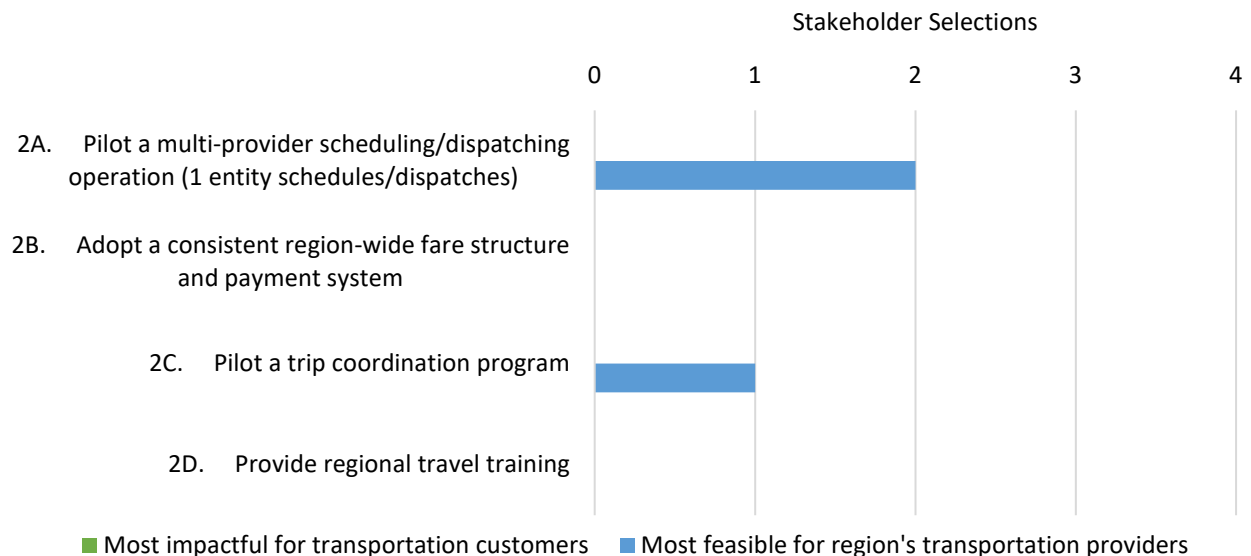
The following sections provide high-level guidance for implementation of all proposed strategies, and cities the needs addressed by each strategy. The strategies include a brief suggestion for participating agencies and an estimation of the magnitude of costs that would be required.

Goal 1: Maintain and Improve Existing Service

Strategies under Goal 1, described in Table 5, would support maintaining, expanding or improving existing public and human service transportation services.

Table 5: Goal 1 Strategies

Strategy	Needs Addressed	Priority Level	Relative Cost	Participating Agencies
1A. Maintain existing services	• Maintenance of existing public and human service transportation	High	$$	Public and human service transportation providers
1B. Increase days and hours of service	• Transportation that operates every day of the week from early morning to late evening	High	$$S	Public transportation providers
1C. Expand capacity within existing hours of service	• Not enough service to all demanded locations	High	$$S	Public transportation providers
1D. Make transportation more reliable and predictable (more accurate pick-up/drop off windows, improved communication between provider and rider, etc.)	• Demand response transportation that is timely (not too early or late, reasonable ride durations) • Frequent fixed route service	High	$S	Public and human service transportation providers
1E. Reduce travel times on demand response services	• Demand response transportation that is timely (not too early or late, reasonable ride durations)	Medium	$$	Public and human service transportation providers
1F. Increase workforce transportation services	• Access to jobs in suburban industrial parks, medical centers, and retail/hospitality areas • Transportation to work that allows for convenient childcare drop-off/pick-up	Medium	$$S	Public and human service transportation providers
1G. Improve bus stop accessibility/waiting areas and pathways	• Accessible bus stops with adequate sidewalk connectivity	Medium	$S	Access Johnson County CIRTA IndyGo

Goal 2: Coordinated Programs and Services

Goal 2 is to increase the level of coordination between public and/or human service transportation providers. These strategies, listed in Table 6, would likely have a high initial implementation cost due to the level of effort required for planning and building the programs. Their ongoing costs would be limited to staffing, technology and administrative expenses, so they are expected to cost less than the Goal 1 strategies that would expand service.

Table 6: Goal 2 Strategies

Strategy	Needs Addressed	Priority Level	Relative Cost	Participating Agencies
2A. Pilot a multi-provider scheduling/ dispatching operation (1 entity schedules/ dispatches)	• Centralized, regional trip planning and scheduling/dispatching resource that incorporates all modes including Transportation Network Companies and micromobility • Technology for provider coordination and/or customer convenience (e.g., reserving trips online, paying fares, tracking buses) • On-demand or same-day transportation through a coordinated network	Low	$$	Public and human service transportation providers
2B. Adopt a consistent region-wide fare structure and payment system	• Regional fare structure for all public transportation providers in the region	Low	$$	Public and human service transportation providers
2C. Pilot a trip coordination program	• Technology for provider coordination and/or customer convenience (e.g., reserving trips online, paying fares, tracking buses) • On-demand or same-day transportation through a coordinated network	Low	$$	Public and human service transportation providers
2D. Provide regional travel training	• Awareness of transportation options and travel training • Rider training for people with developmental disabilities to use independently	Low	$$	Public and human service transportation providers

Goal 3: Complement Public Transportation

Goal 3 is to provide services that complement county public transportation services. These strategies, listed in Table 7, are intended to meet needs that transit systems are generally unable to meet due to service area boundaries, lack of adequate resources, or operating policies.

Table 7: Goal 3 Strategies

Strategy	Needs Addressed	Priority Level	Relative Cost	Participating Agencies
3A. Increase access to out of county destinations	• Cross-county travel	Medium	$$	CIRTA CICOA Aging & In-Home Solutions Human service transportation providers
3B. Support trips not served by public transportation (e.g., vouchers)	• Cross-county travel • More opportunities to carpool or vanpool • Demand response transportation that is timely (not too early or late, reasonable ride durations) • Transportation in more places, whether it is demand responsive or fixed route • Transportation that operates every day of the week from early morning to late evening • Transportation to work that allows for convenient childcare drop-off/pick-up	Medium	$$	Human service transportation providers CIRTA CICOA Aging & In-Home Solutions
3C. Provide demand response services for seniors or people with disabilities that are personalized to their needs	• Cross-county travel • Demand response transportation that is timely (not too early or late, reasonable ride durations) • Transportation in more places, whether it is demand responsive or fixed route • Transportation that operates every day of the week from early morning to late evening • Transportation to work that allows for convenient childcare drop-off/pick-up • Expansion of the use of attendants for frail passengers	Medium	$$	Human service transportation providers CIRTA CICOA Aging & In-Home Solutions

Goal 4: Educate Decision Makers

During this planning process, stakeholders noted that it is still rare for those who use transportation services to be represented on the governing authorities of these services. Furthermore, funding levels for services are inadequate to meet the needs of older adults, individuals with disabilities, and others who rely on public and human service transportation. The strategies under this goal are intended to ensure that services are planned in a manner that represents the needs of users, and that policymakers and funders are informed about funding needs.

Table 8: Goal 4 Strategies

Strategy	Needs Addressed	Priority Level	Relative Cost	Participating Agencies
4A. Conduct outreach and education to demonstrate the need for transportation funding	• Not enough funding	High	$	Public and human service transportation providers
4B. Increase the numbers of people with disabilities, older adults and individuals with low incomes on policy-making and planning bodies	• More "customer voice" in transportation planning (e.g., better opportunities for input from people who rely on service, such as individuals with disabilities)	Medium	$	Public and human service transportation providers

Appendix A: Outreach Documentation

Stakeholder Engagement

- Stakeholder Contact List provided in Table A.1 (see following pages)
- Meeting #1: May 19, 2025 (presentation slides provided following Table A.1)
  - Doodle poll to schedule Meeting #1 sent on May 1
    - https://doodle.com/group-poll/participate/dPWrnZlb
  - Invitation to Meeting #1 sent on May 6
  - Attendees: 25
- Provider Survey
  - 2 versions provided: public transit and social services providers
  - Distributed via email on 5/28/2025
  - Requested responses by June 27 (corresponding to rider survey)
- Reminder email regarding public survey and provider survey sent on 6/10/2025
- Meeting #2: July 29, 2025 (presentation slides provided following Table A.1)
  - Conducted via zoom
  - Content included public survey responses and review of draft goals
  - Used zoom polling to gather input
  - *Note: Three strategies were accidentally left off of a PowerPoint slide during polling and discussion. RLS & Associates reached out to participating stakeholders with their responses to the poll and informed them of the missing strategies. RLS & Associates asked if stakeholders wanted to adjust their feedback in light of the missing strategies.

Table A.1 Stakeholder Contact List

Organization	Name	Received Stakeholder Meeting #1 Doodle (sent 5/1/2025)	Received Stakeholder Meeting #1 Zoom Link	Attended Stakeholder Meeting #1	Received Provider Survey on 5/28/2025	Received Reminder Email and Stakeholder Meeting #2 Scheduling Email on 6/10/2025	Received Stakeholder Meeting #2 Invite Sent on 7/3/2025	Received Calendar Invite for Stakeholder Meeting #2	Attended Stakeholder Meeting #2
A Caring Place/Catholic Charities	Alayna Bechtel	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
AARP	Addison Pollack	Yes	Yes		Yes	Yes	Yes	Yes	
AARP	Ambre Marr	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Access Johnson County/Gateway Arc	Becky Allen	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Boone Area Transit System/Boone County Senior Services	Anita Bowen	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bosma	Kat Calabrese			Yes	Yes	Yes	Yes	Yes	Yes
Bosma Enterprises-Transportation	Alan Lucas	Yes	Yes		Yes	Yes	Yes	Yes	
Bosma Foundation	Kat Erickson	Yes	Yes		Yes	Yes	Yes	Yes	
Charlene's Angels Inc	Cox	Yes	Yes		Yes	Yes	Yes	Yes	
Charlene's Angels Inc	Dave Guthrie	Yes	Yes		Yes	Yes	Yes	Yes	
Christamore House	La'Toya Pitts	Yes	Yes		Yes	Yes	Yes	Yes	

Organization	Name	Received Stakeholder Meeting #1 Doodle (sent 5/1/2025)	Received Stakeholder Meeting #1 Zoom Link	Attended Stakeholder Meeting #1	Received Provider Survey on 5/28/2025	Received Reminder Email and Stakeholder Meeting #2 Scheduling Email on 6/10/2025	Received Stakeholder Meeting #2 Invite Sent on 7/3/2025	Received Calendar Invite for Stakeholder Meeting #2	Attended Stakeholder Meeting #2
CICOA	Karren Brooks	Yes	Yes		Yes	Yes	Yes	Yes	Yes
CIRTA	Amanda Meyer	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CIRTA	Jennifer Gebhard	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Indianapolis Office of Disability Affairs	Abbey Brands	Yes	Yes		Yes	Yes	Yes	Yes	
Eastern Star Church Care	Tina Kelso	Yes	Yes		Yes	Yes	Yes	Yes	
Easterseals	Carmen Lowery-Coleman	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Englewood CDC	David Prie	Yes	Yes		Yes	Yes	Yes	Yes	
Eskenazi Health	Arnetta Byrd	Yes	Yes		Yes	Yes	Yes	Yes	
Eskenazi Health	Ginny Cohen	Yes	Yes		Yes	Yes	Yes	Yes	
Eskenazi Health	Ryan Dearth	Yes	Yes		Yes	Yes	Yes	Yes	
Eskenazi Health	Catrece Young	Yes	Yes		Yes	Yes	Yes	Yes	
Eskenazi Health	Lori Thorp	Yes	Yes		Yes	Yes	Yes	Yes	
Eskenazi Health	Teana Parker	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Exodus Refugee Immigration	Cole Varga	Yes	Yes		Yes	Yes	Yes	Yes	
Exodus Refugee Immigration	Matt Calvert	Yes	Yes		Yes	Yes	Yes	Yes	
Exodus Refugee Immigration	Yaza Swe	Yes	Yes		Undeliverable			Yes	
Flanner House	A Guynn	Yes	Yes		Yes	Yes	Yes	Yes	
Go Go Bus	Patrisha Parker	No	No	Yes	Yes	Yes	Yes	Yes	

Organization	Name	Received Stakeholder Meeting #1 Doodle (sent 5/1/2025)	Received Stakeholder Meeting #1 Zoom Link	Attended Stakeholder Meeting #1	Received Provider Survey on 5/28/2025	Received Reminder Email and Stakeholder Meeting #2 Scheduling Email on 6/10/2025	Received Stakeholder Meeting #2 Invite Sent on 7/3/2025	Received Calendar Invite for Stakeholder Meeting #2	Attended Stakeholder Meeting #2
Go Go Bus	Trey Parker	Yes	Yes		Yes	Yes	Yes	Yes	
God's Helping Hand	Suzett Moffitt	Yes	Yes		Yes	Yes	Yes	Yes	
Goodwill Industries	Stephen Montgomery		Yes		Yes	Yes	Yes	Yes	
Goodwill Industries	Stephenie Snow		Yes		Yes	Yes	Yes	Yes	
Hamilton County Express	Teresa Franklin								Yes
Hancock County Senior Services	Linda Horine	Yes	Yes		Yes	Yes	Yes	Yes	
Hancock County Senior Services	Suzanne Derengowski	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Health by Design	Marc McAleavey	Yes	Yes		Yes	Yes	Yes	Yes	
Health by Design	Marjorie Hennessy	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Health by Design	Taylor Firestine	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Hendricks County Senior Services	Dale Stefani	Yes	Yes		Yes	Yes	Yes	Yes	
Hendricks County Senior Services	Marina Keers	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
ILADD, Inc.	Michele Gray	Yes	Yes		Yes	Yes	Yes	Yes	
Indainapolis VA Mobility Manager	Errich Orrick	Yes	Yes		Yes	Yes	Yes	Yes	

Organization	Name	Received Stakeholder Meeting #1 Doodle (sent 5/1/2025)	Received Stakeholder Meeting #1 Zoom Link	Attended Stakeholder Meeting #1	Received Provider Survey on 5/28/2025	Received Reminder Email and Stakeholder Meeting #2 Scheduling Email on 6/10/2025	Received Stakeholder Meeting #2 Invite Sent on 7/3/2025	Received Calendar Invite for Stakeholder Meeting #2	Attended Stakeholder Meeting #2
Indiana Canine Assistance Network (ICAN)	Brynne Johnson	Yes	Yes		Yes	Yes	Yes	Yes	
INDOT	Brian Jones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
INDOT	Jennifer Bennett	Yes	Yes		Yes	Yes	Yes	Yes	
IndyGo	Helen (Abby) Hetler	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
IndyGo	Ryan Wilhite	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indianapolis MPO	Annie Dixon	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Janus Developmental Services	Ben Platz	Yes	Yes		Yes	Yes	Yes	Yes	Yes
John Boner Neighborhood Centers	Kathleen Estrada	Yes	Yes		Yes	Yes	Yes	Yes	
John Boner Neighborhood Centers	Liz Shelley	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Johnson County Senior Services	Kimberly Smith	Yes	Yes		Yes	Yes	Yes	Yes	
Little Red Door		Yes	Yes					Yes	
MLK Center	LaTasha Boyd	Yes	Yes		Yes	Yes	Yes	Yes	
MLK Center	Terrence Sanford	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Noble	Chad Linn	Yes	Yes		Yes	Yes	Yes	Yes	
Noble	Erin Hardwick	Yes	Yes		Yes	Yes	Yes	Yes	
Noble	Kendal Titon	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Organization	Name	Received Stakeholder Meeting #1 Doodle (sent 5/1/2025)	Received Stakeholder Meeting #1 Zoom Link	Attended Stakeholder Meeting #1	Received Provider Survey on 5/28/2025	Received Reminder Email and Stakeholder Meeting #2 Scheduling Email on 6/10/2025	Received Stakeholder Meeting #2 Invite Sent on 7/3/2025	Received Calendar Invite for Stakeholder Meeting #2	Attended Stakeholder Meeting #2
Perry Senior Citizens Services	Melissa Johnson	Yes	Yes		Yes	Yes	Yes	Yes	
PrimeLife Enrichment	Gary Wagner	Yes	Yes		Yes	Yes	Yes	Yes	
Project Will	Jeanine Coleman-Miller	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Right at Home with Royce	Royce Jackson	Yes	Yes		Yes	Yes	Yes	Yes	
Safe Route Transportation Services	Christina Cockrell	No	No	No	No	Yes	Yes	Yes	
Shares, Inc.	Ryan Bethel	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Shares, Inc.	Joe Land	No	No	Yes	Yes	Yes	Yes	Yes	
Shelby Senior Services	Easter Beyer	Yes	Yes		Yes	Yes	Yes	Yes	
Shelby Senior Services	Kim Koehl	Yes	Yes		Yes	Yes	Yes	Yes	
Sycamore Services	Jeff Murray	No	No	Yes	Yes	Yes	Yes	Yes	
Sycamore Services	LaDonna Everroad	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Sycamore Services	Stacie Ware	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sycamore Services	Yolanda Kincaid								Yes
Tangram Inc.	S. Criss	Yes	Yes		Yes	Yes	Yes	Yes	

Organization	Name	Received Stakeholder Meeting #1 Doodle (sent 5/1/2025)	Received Stakeholder Meeting #1 Zoom Link	Attended Stakeholder Meeting #1	Received Provider Survey on 5/28/2025	Received Reminder Email and Stakeholder Meeting #2 Scheduling Email on 6/10/2025	Received Stakeholder Meeting #2 Invite Sent on 7/3/2025	Received Calendar Invite for Stakeholder Meeting #2	Attended Stakeholder Meeting #2
Tangram Inc.	Shannon Duggan	Yes	Yes		Yes	Yes	Yes	Yes	
Tangram Inc.	Tiffany Brown	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
The Arc Greater Boone Co.	Rachel Sullivan	Yes	Yes		Yes	Yes	Yes	Yes	
The Social of Greenwood	Andrea Sutherland	Yes	Yes		Yes	Yes	Yes	Yes	
United Way (UWCI)	Renate Myler	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Use What You've Got Prison Ministry	Cecelia Whitfield	Yes	Yes		Yes	Yes	Yes	Yes	
Village of Merici	Colleen Renie	Yes	Yes		Yes	Yes	Yes	Yes	
Village of Merici	Kristy Hayes	No	No	No	No	No	No	Yes	Yes
Village of Merici	Hannah Harless	Yes	Yes		Yes	Yes	Yes	Yes	

Coordinated Public Transit-Human Service Transportation Plan

PRESENTED BY **RLS & ASSOCIATES, INC.**

MAY 19, 2025

Moving Public Transportation
Into the Future

www.rlsandassoc.com

Introductions and Welcome

- ♦ PollEverywhere Exercise #1:
  - ○ Go to **pollev.com/ablewinds310 (keep open during entire meeting)**
    - ▪ Who does your agency serve?
    - ▪ Does your agency provide transportation?
    - ▪ Sign-in (Name and Organization)

What is your name and organization you represent?

0

Nobody has responded yet.

Hang tight! Responses are coming in.

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

Who does your agency serve?

0

Nobody has responded yet.

Hang tight! Responses are coming in.

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

Does your agency provide transportation?   ♡ 0

Yes, directly with our own vehicles

0%

Yes, via vouchers or by paying other providers

0%

No

0%

Other

0%

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**
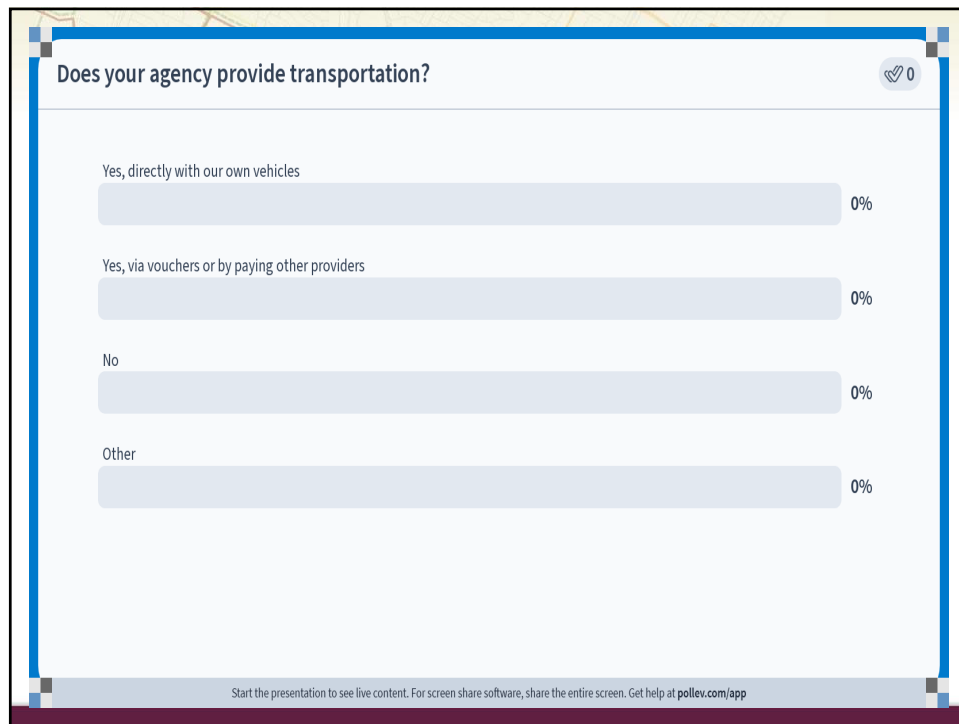
Purpose and Overview

♦ FTA (Federal Transit Administration) Section 5310 Program Purposes

○ To Improve Mobility for Seniors and Individuals with Disabilities by Removing Barriers to Transportation Service and Expanding Mobility Options

○ Supports Transportation Services Planned, Designed, and Carried Out to Meet the Special Transportation Needs of Seniors and Individuals with Disabilities

Purpose and Overview

♦ Section 5310 Project Selection by IndyGo (urban areas) or INDOT (rural areas)

- ○ IndyGo program's eligible projects are for new "traditional" service(s), mobility management, vehicles and equipment. Last annual call for projects was for a total of $850,000.
  - ▪ New "traditional" services local matching requirement is 50%
  - ▪ Typical local match for other projects is 20%
- ○ INDOT generally limits eligible projects to vehicles.

Coordinated Plan Purpose

♦ Identify Unmet Transportation Needs in the Region

♦ Adopt Goals and Strategies as a Region to Address Unmet Needs

♦ Maximize the Programs' Collective Coverage by Minimizing Duplication of Service

♦ Examine New Opportunities for Collaboration, including Technology

Providers - 2021

♦ **27 organizations identified**
  - One public transit operator in each county + CIRTA services in region
  - 16 non-profit/human service operators
  - 330+ vehicles in use for demand response services
  - Most operated on weekdays
    - 7 ran on Saturdays
    - 3 ran on Sundays
    - Evening services after 6:00 p.m. were very limited

Public Transit

♦ Boone Area Transit System (BATS)

♦ Central Indiana Regional Transportation Authority (CIRTA)

♦ Hamilton County Express

♦ Hancock Area Rural Transit (HART)

♦ LINK Hendricks County

♦ IndyGo

♦ Morgan County CONNECT

♦ ShelbyGo

Human Service Transportation

- A Caring Place Bus
- John Boner Neighborhood Centers
- CICOA Way2Go
- Eskenazi Outpatient Transport Service
- HendricksGo! Medical Transport
- Veterans Transportation Service (VTS)
- Open Door (IndyGo ADA)
- Johnson Co. Senior Services

- Noble Inc
- PrimeLife Enrichment
- Riverview Health Rides
- Use What You've Got Ministry
- Wheels to Wellness (Jewish Federation of Greater Indpls)
- Midtown Get Around (MLK Center)
- Little Red Door
- Tangram
- Bosma Industries

Service Needs/Gaps	
Additional BRT lines identified in Marion Co Transit Plan	More opportunities to carpool or vanpool
Access to jobs in suburban industrial parks, medical centers, and retail/hospitality areas	On-demand or same-day transportation through a coordinated network
Cross-county travel	Transportation in more places, whether it is demand responsive or fixed route
Demand response transportation that is timely (not too early or late, reasonable ride durations)	Transportation that operates every day of the week from early morning to late evening
Frequent fixed route service	Transportation to work that allows for convenient childcare drop-off/pick-up

Coordination	
Communication and coordination between human services and public transit providers	Regional fare structure for all public transportation providers in the region
Inconsistent provider policies/procedures on fare structure, fare payment, ride scheduling, and eligibility	

Customer Service/Awareness	
Awareness of transportation options and travel training	More "customer voice" in transportation planning (e.g., better opportunities for input from people who rely on service, such as individuals with disabilities)

Supportive Infrastructure/Technology	
Accessible bus stops with adequate sidewalk connectivity	Expand the use of attendants for frail passengers so that more people can use public transit services
Centralized, regional trip planning and scheduling/dispatching resource that incorporates all modes including Transportation Network Companies and micromobility	Technology for provider coordination and/or customer convenience (e.g., reserving trips online, paying fares, tracking buses)

Funding	
Additional funding (local, State or Federal)	

PollEverywhere

♦ **Poll Everywhere Exercise #2 - pollev.com/ablewinds310**

    ○ What are the most critical needs that still exist today?

    ○ What are the most feasible needs for the region's providers to meet?

    ○ Would you like to mention any additional needs that were not on the 2021 list?

Rank the most critical needs that still persist today? ♥ 0

No centralized regional trip planning/scheduling/dispatching

Lack of consistency across the region for fare structure, payment, eligibility, etc.

Not enough funding

Not enough service across county lines

Lack of coordination between human services and public transit

Not enough service to all demanded locations

Not enough representation of transit users in planning   SEE MORE ⌄

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

What gap is the most feasible for the region's providers to address? ⟪0⟫

No centralized regional trip planning/scheduling/dispatching

Lack of consistency across the region for fare structure, payment, eligibility, etc.

Not enough funding

Not enough service across county lines

Lack of coordination between human services and public transit

Not enough service to all demanded locations

Not enough representation of transit users in planning   SEE MORE ⌄

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

Are there any additional needs that were not on the 2021 list? ⟪0⟫

Nobody has responded yet.

Hang tight! Responses are coming in.

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

2021 Goals and Strategies

Goal 1	Strategies
Provide a Unified, Regional Transportation Scheduling, Dispatching and Trip Payment Network With A Single Portal/One-stop Hub for Obtaining System Information and Reserving Rides	A. Consolidate the scheduling and dispatching functions of multiple transportation providers under a single organization using robust, modern scheduling and dispatching technology.
	B. Provide a consistent, region-wide fare structure and trip payment system.
	C. Adopt a consistent transportation costing methodology based on providers' fully allocated costs and a procedure for billing and payment for coordinated trips.
	D. Increase awareness of Central Indiana's transportation options by making system information and travel training easily accessible to all.

2021 Goals and Strategies

Goal 2	Strategies
Expand Mobility through Maintaining or Building on Existing Transportation Options and Developing New Services, Including Providing More Opportunities for Traveling Across County Lines for All People Regardless of Age, Race, Income, or Disability Status	A. Expand the CICOA My Freedom cross-county transportation voucher program
	B. Expand public transit and open-door human service transportation providers' service areas
	C. Offer transportation seven days per week with longer and more consistent operating hours (i.e., provide the same hours weekdays, Saturdays, and Sundays), and with increased frequency on fixed routes.

2021 Goals and Strategies

Goal 3	Strategies
Improve Accessibility of Bus Stops	A. Ensure that fixed route bus stops are located near destinations that are important for older adults and people with disabilities, and improve infrastructure to allow easy mobility to these destinations.

2021 Goals and Strategies

Goal 4	Strategies
Improve Mobility for Older Adults and People With Disabilities Through Enhanced Input Opportunities and Conduct Outreach and Education to Raise Awareness of Funding Needs	A. Recruit older adults, individuals with disabilities, and people with low incomes as members of policy-making and planning bodies.
	B. Engage in outreach and education efforts to demonstrate the need for increased transportation funding.

Poll Everywhere

- **Poll Everywhere Exercise #3 - pollev.com/ablewinds310**
  - Which goals and strategies have had the most progress?
  - What goals/strategies are important to continue?
  - What new goals and strategies are important for the next 4 years?
  - What are the potential barriers to implementation?

What goals and strategies have had the most progress? ♡ 0

GOAL 1: PROVIDE A UNIFIED, REGIONAL TRANSPORTATION SCHEDULING, DISPATCHING AND TRIP PAYMENT NETWORK WITH A SINGLE PORTAL/ONE-STOP HUB FOR OBTAINING SYSTEM INFORMATION AND RESERVING RIDES

- Consolidate the scheduling and dispatching functions of multiple transportation providers under a single organization using robust, modern scheduling and dispatching technology.
- Provide a consistent, region-wide fare structure and trip payment system.
- Adopt a consistent transportation costing methodology based on providers' fully allocated costs and a procedure for billing and payment for coordinated trips.
- Increase awareness of Central Indiana's transportation options by making system information and travel training easily accessible to all.

GOAL 2: EXPAND MOBILITY THROUGH MAINTAINING OR BUILDING ON EXISTING TRANSPORTATION OPTIONS AND DEVELOPING NEW SERVICES, INCLUDING PROVIDING MORE OPPORTUNITIES FOR TRAVELING ACROSS COUNTY LINES FOR ALL PEOPLE REGARDLESS OF AGE, RACE, INCOME, OR DISABILITY STATUS.

- Expand the CICOA My Freedom cross-county transportation voucher program.
- Expand public transit and open-door human service transportation providers' service areas.
- Offer transportation seven days per week with longer and more consistent operating hours (i.e., provide the same hours weekdays, Saturdays, and Sundays), and with increased frequency on fixed routes.

GOAL 3: IMPROVE ACCESSIBILITY OF BUS STOPS

- Ensure that fixed route bus stops are located near destinations that are important for older adults and people with disabilities, and improve infrastructure to allow easy mobility to these destinations.

GOAL 4: IMPROVE MOBILITY FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES THROUGH ENHANCED INPUT OPPORTUNITIES AND CONDUCT OUTREACH AND EDUCATION TO RAISE AWARENESS OF FUNDING NEEDS

- Recruit older adults, individuals with disabilities, and people with low incomes as members of policymaking and planning bodies.
- Engage in outreach and education efforts to demonstrate the need for increased transportation funding.

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

What goals/strategies are important to continue?

GOAL 1: PROVIDE A UNIFIED, REGIONAL TRANSPORTATION SCHEDULING, DISPATCHING AND
TRIP PAYMENT NETWORK WITH A SINGLE PORTAL/ONE-STOP HUB FOR OBTAINING SYSTEM
INFORMATION AND RESERVING RIDES

- Consolidate the scheduling and dispatching functions of multiple transportation providers under a single organization using robust, modern scheduling and dispatching technology.
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ENHANCED INPUT OPPORTUNITIES AND CONDUCT OUTREACH AND EDUCATION TO RAISE
AWARENESS OF FUNDING NEEDS

- Recruit older adults, individuals with disabilities, and people with low incomes as members of policymaking and planning bodies.
- Engage in outreach and education efforts to demonstrate the need for increased transportation funding.

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

What new goals and strategies are important for the next 4 years?

Nobody has responded yet.

Hang tight! Responses are coming in.

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

What are the potential barriers to implementing the proposed goals? 0

Nobody has responded yet.

Hang tight! Responses are coming in.

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**
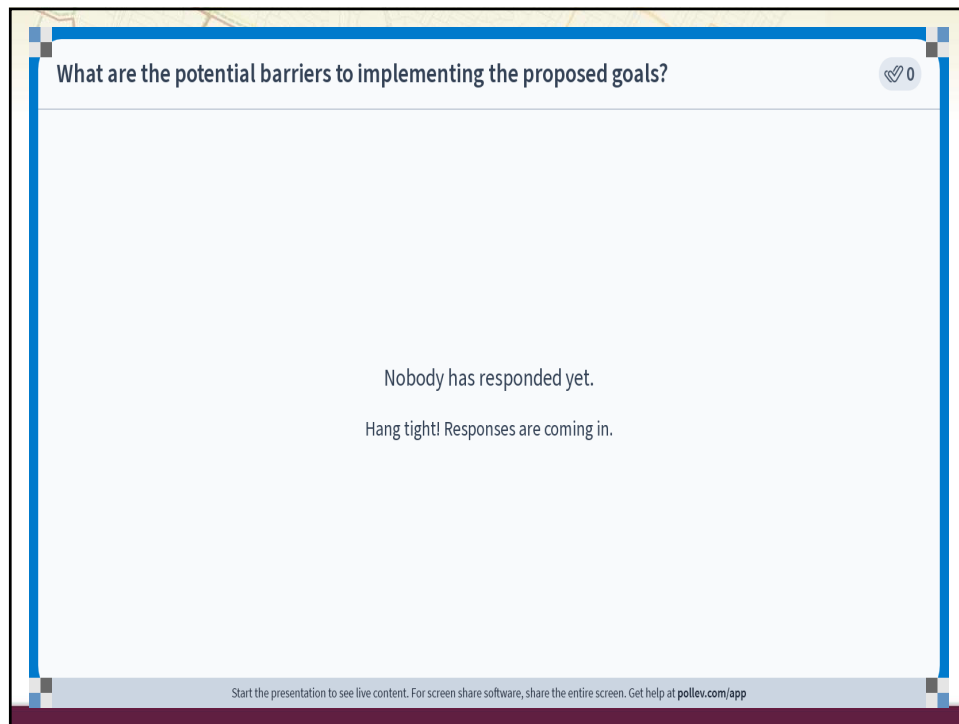
Surveys

♦ Rider/Client Survey

  ○ A PDF copy can be mailed to you for printing and distributing

    ▪ Return copies via scan/email or mail to Christy or Annie by June 27

  ○ We will email a link and suggested text for email/social media as well

♦ Provider Survey

  ○ We will send this to you via email

    ▪ Public transit providers also providing human service transportation will be asked to complete 1 survey for each program

Timeline

Event	Timeframe
Agency Survey Deadline	Friday, June 20
Rider/Client Survey Deadline	Friday, June 27
Survey Results Summary Distributed	July
Virtual Meeting to Review Draft Goals/Strategies	Late July
Draft Final Plan Available for Review	August 29
Plan Adopted by IMPO	October

Contacts

- Christy Campoll, RLS
  937-299-5007   ccampoll@rlsandassoc.com
- Annie Dixon, IMPO
  317-327-5646   Annie.Dixon@indympo.gov

Thank you!

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Coordinated Public Transit-Human Service Transportation Plan

Goals and Strategies

Presented by RLS & Associates

July 29, 2025

Today's Agenda

- Planning Requirements and Methods
- Highlights – Survey Findings
- Draft Goals and Strategies
- Prioritization of Strategies
- Next Steps

Please sign in

- Use the Zoom Poll to sign in for the meeting

Plan Purpose

- Identify Unmet Transportation Needs in the Region
- Adopt Goals and Strategies as a Region to Address Unmet Needs
- Maximize the Programs' Collective Coverage by Minimizing Duplication of Service
- Examine New Opportunities for Collaboration, including Technology
- Section 5310 projects must:
  - Be "included in a locally developed, coordinated public transit-human services transportation plan"

Section 5310 Program Purpose

- To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options

Federal Transit Administration

Plan Elements Required by FTA

1. Assessment of available services that identifies current transportation providers (public, private, and nonprofit)
2. Assessment of transportation needs for individuals with disabilities and seniors, and gaps in service
3. Strategies to address the identified gaps between current services and needs, and ways to achieve efficiencies in service delivery
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility

Activities

- Review of 2021 Plan
- May 19 Stakeholder Meeting
- Public Survey
- Provider Survey
- Public Input Meetings

Public Survey

1. How many trips respondents needed in a week for
   - Work
   - School (K-12 or post-secondary)
   - Dialysis
   - Medical/Dental offices or hospitals
   - Shopping (General Shopping, Pharmacy and/or Grocery)
   - Social/Recreation activities
   - Faith-Based organizations and activities
   - Day services programs for older adults or people with disabilities
2. How many of these trips they actually complete; and,
3. How easy or difficult it is to get the trips they need.

Weekly Trips Completed

Work (81 total)

Zero trips	Less than half of needed trips	About half of needed trips	Most of needed trips but not all	All of my needed trips
7	3	4	18	49

Medical/Dental offices or hospitals (40 total)

Zero trips	Less than half of needed trips	About half of needed trips	Most of needed trips but not all	All of my needed trips
9	5	2	8	16

Weekly Trips Completed

Shopping (General Shopping, Pharmacy and/or Grocery) (40 total)

Zero trips	Less than half of needed trips	About half of needed trips	Most of needed trips but not all	All of my needed trips
6	2	2	14	16

Social/Recreation activities (30 total)

Zero trips	Less than half of needed trips	About half of needed trips	Most of needed trips but not all	All of my needed trips
5	4	2	10	17

Weekly Trips Completed

Day services programs for older adults or people with disabilities (65 total)
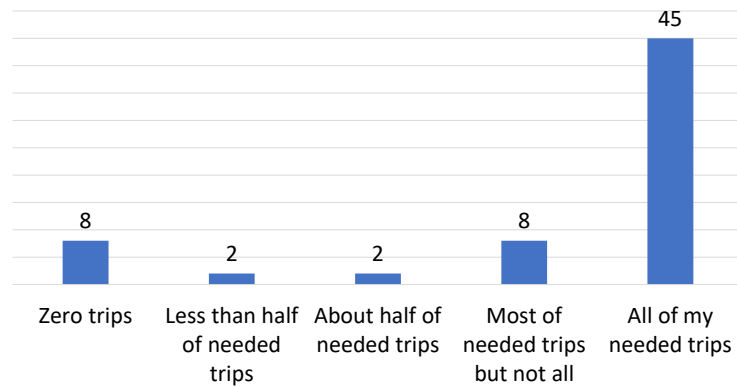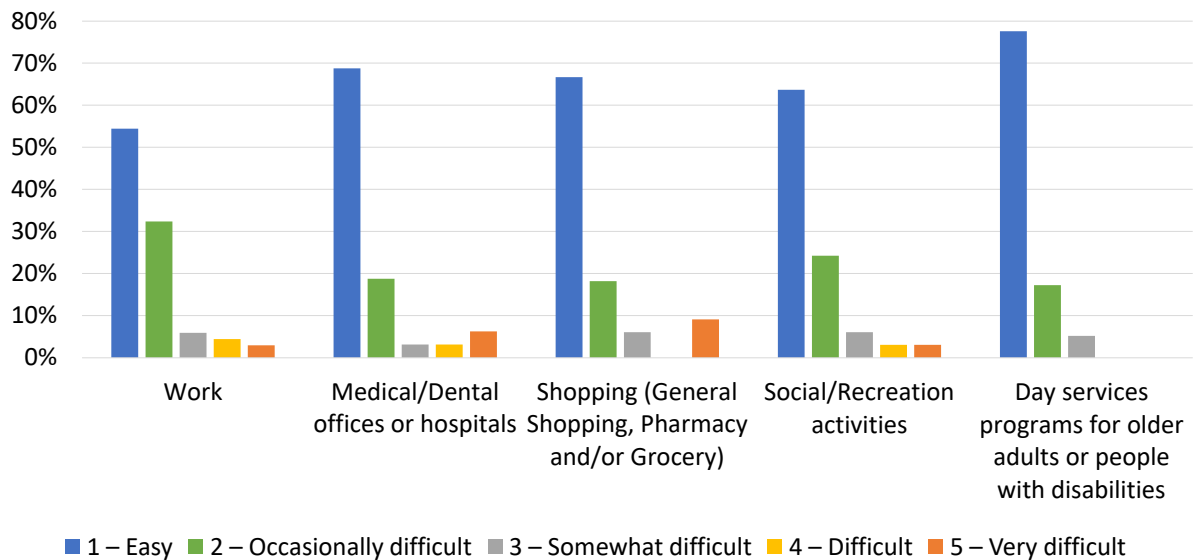
Zero trips	Less than half of needed trips	About half of needed trips	Most of needed trips but not all	All of my needed trips
8	2	2	8	45

How difficult is it to get the rides you need for this purpose?

■ 1 – Easy ■ 2 – Occasionally difficult ■ 3 – Somewhat difficult ■ 4 – Difficult ■ 5 – Very difficult

If you have difficulty with any of the types of trips in the previous question, please provide the source(s) of difficulty:

Category	Percentage
No affordable ride services are available to me	19%
Services are available, but not when I need them	19%
Services are available, but do not pick up or drop off where I need them to	11%
Available services are too busy/booked up	33%
Available services are not convenient to use	17%
Other (please explain in the space provided)	44%
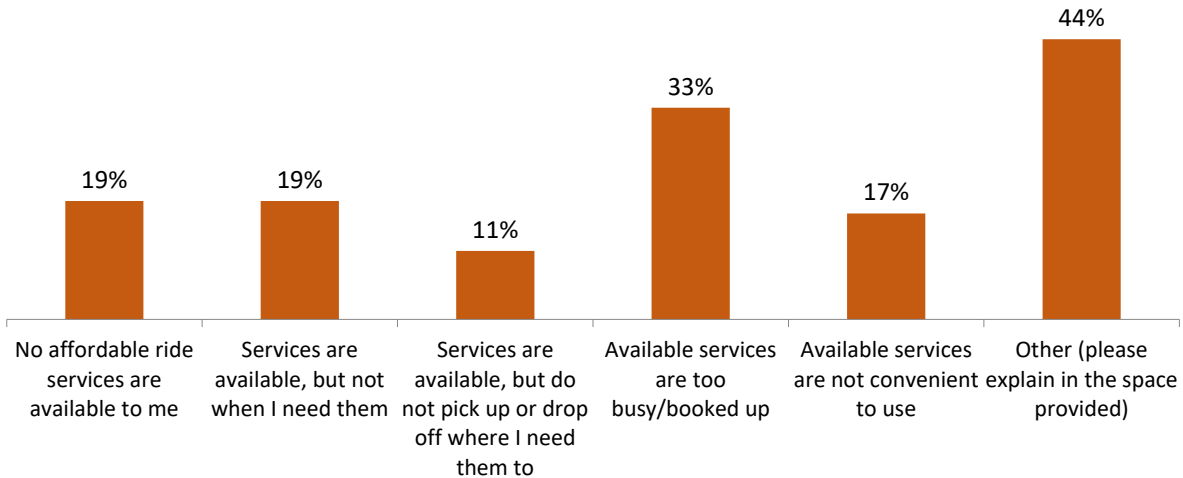
What would you change to make public transit options more appealing to you?

Category	Percentage
Travel to destinations in other counties in Central Indiana	27%
Service earlier in the morning or later in the evening	24%
Service on Saturdays	33%
Service on Sundays	29%
No shared rides with others	4%
More reliable/on-time for picking me up/dropping me off	30%
More frequent service	12%
I will never use public transportation	16%
Other (please specify)	17%
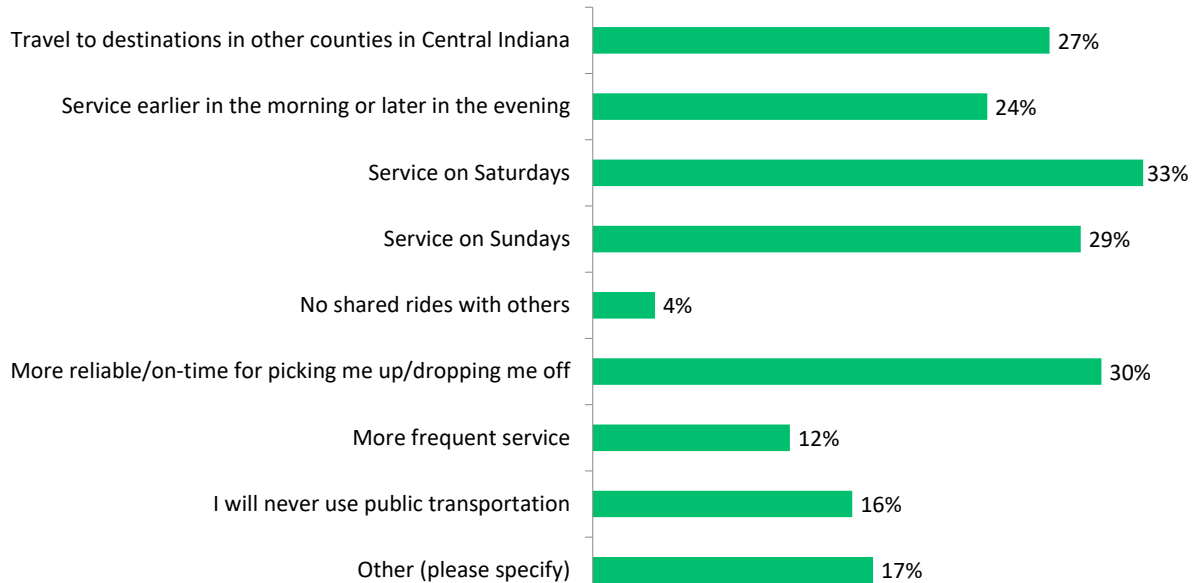
Goals

1. Maintain and Improve Existing Service
2. Coordinate Programs and Services
3. Complement Public Transportation
4. Educate Decision-Makers

Goal 1 Maintain/Improve Existing Services

1. Maintain existing services
2. Increase days and hours of service
3. Expand capacity within existing hours of service
4. Make transportation more reliable and predictable (more accurate pick-up/drop off windows, improved communication between provider and rider, etc.)
5. Reduce travel times on demand response services
6. Increase workforce transportation services
7. Improve bus stop accessibility/waiting areas and pathways

Goal 2 Coordinate Programs and Services

1. Pilot a multi-provider scheduling/dispatching operation (1 entity schedules/dispatches)
2. Adopt a consistent region-wide fare structure and payment system
3. Pilot a trip coordination program
4. Provide regional travel training

Goal 3: Complement Public Transportation

1. Increase access to out of county destinations
2. Support trips not served by public transportation (e.g. vouchers)
3. Provide demand response services for seniors or people with disabilities that are personalized to their needs

Goal 4: Educate Decision Makers

1. Conduct outreach and education to demonstrate the need for transportation funding

2. Increase the numbers of people with disabilities, older adults and individuals with low incomes on policy-making and planning bodies

---

What do you think ?

A. Maintain existing services

B. Increase days and hours of service

C. Expand capacity within existing hours of service

D. Make transportation more reliable and predictable

E. Reduce travel times on demand response services

F. Increase workforce transportation services

G. Improve bus stop accessibility/waiting areas and pathways

H. Pilot a multi-provider scheduling/dispatching operation (1 entity schedules/dispatches)

I. Increase access to out of county destinations

J. Support trips not served by public transportation (e.g. vouchers)

K. Provide demand response services for seniors or people with disabilities that are personalized to their needs

L. Conduct outreach and education to demonstrate the need for transportation funding

M. Increase the numbers of people with disabilities, older adults and individuals with low incomes on policy-making and planning bodies

---

Thank You!

- Reach out to Christy or Annie with any questions or comments
  - Ccampoll@rlsandassoc.com
  - Annie.dixon@indympo.gov
- Look for the draft plan for review in September
- Public comment period will be 9/22 through 10/3
- Plan to be adopted by MPO Policy Committee in October

Public Engagement

Rider Survey

Transit providers distributed surveys to riders from 5/19/2025 until 6/27/2025. The survey was also made available on IMPO's website. Individuals could contact the IMPO project manager to request surveys in alternate languages.

IMPO worked with CICOA to distribute blank paper surveys and stamped envelopes addressed to IMPO to two programs assisting individuals with disabilities and seniors (CareAware and Bureau of Disability Services). IMPO provided 680 blank paper surveys and 480 stamped, pre-addressed envelopes. Because of potential delays in the postal service, IMPO accepted surveys after the June 27th deadline. IMPO received 20 surveys.

Open Houses

IMPO hosted several in-person and virtual open houses to provide opportunities for citizens to give comments on the draft goals. Draft goals were also available on the IMPO project website for review. Draft goals were available from 7/21/2025 – 8/1/2025.

IMPO published a notice of upcoming meetings in the Indy Star on June 17th and Indy Recorder on June 20th. IMPO also paid for additional advertising to promote the open houses from July 15 – July 20. The advertisements were targeted based on interest via Meta. Open houses are listed below.

In-Person Open Houses

- July 21: Johnson County Public Library – White River Branch
    - **1664 Library Blvd, Greenwood**
    - **11-1pm**
    - **0 attendees**
- July 22: Indianapolis Public Library- East Washington Branch
    - 2822 E. Washington Street, Indianapolis 46201
    - 4- 6pm EST
    - 0 attendees
- July 24: Whitestown Library
    - 6310 Albert S. White Drive, Whitestown
    - 2- 4pm EST
    - 1 attendee
    - Attendee provided insight from when she was a caretaker for her husband who was in a wheelchair. Attendee noted the importance of adding evening and weekend service for doctor appointments that went long or for social/pleasure trips on weekends. Attendee noted her husband used a wheelchair that was larger than standard wheelchairs and therefore could only use the Boone County Arc bus, which had less availability than the low-floor minivans (wheelchair would not fit). Attendee noted how much the drivers cared for clients and that there needed to be better communication from the transit agency about trips. Attendee noted how difficult it was to use Medicaid transportation and that Medicaid did not show up or have trips booked/did not send confirmation information to the attendee. Attendee told a story of a doctor appointment that went

long and resulted in the pair being stranded because Boone County Arc had closed for the day.

Virtual Open House

- July 23: Virtual Public Meeting #1
  - Zoom: https://us02web.zoom.us/j/8689...
  - 10- 11am EST
  - 0 attendees
- July 24: Virtual Public Meeting #2
  - Zoom: https://us02web.zoom.us/j/8603...
  - 6 - 7pm EST
  - 0 attendees

Virtual Pre-Hearing Public Meetings

IMPO hosted virtual pre-hearings for the full Coordinated Plan document on October 13th. Attendees had the opportunity to provide comment on the plan virtually at 12pm and 6pm.

Public Comment Period

The draft plan was made available for review and comment on the IMPO website on _____ until _____. Individuals could submit comments by calling the project manager or via email.

Public Hearing

IMPO offered a public hearing at the Transportation Policy Committee meeting prior to adoption of the plan. The in-person public hearing took place on October 15th at MIBOR Realtor Association (1912 N. Meridian St., Indianapolis).

Appendix B: Demographic Analysis

The demographics of an area indicate demand for transportation service. Relevant demographic data were collected and are summarized in Appendix B. The data was gathered from multiple sources including the U.S. Census Bureau's 2023 American Community Survey (ACS) Five-Year Estimates and the State of Indiana. As five-year estimates, the ACS data are taken from national samples and do not represent direct population counts.

Figure B.1 displays the projected population growth for the region through 2050. Population growth is projected to be highest in Hamilton County. The highest total population resides in Marion County, projected to exceed 1 million residents in 2040.

Figure B.1: Population Trends for Indianapolis Region
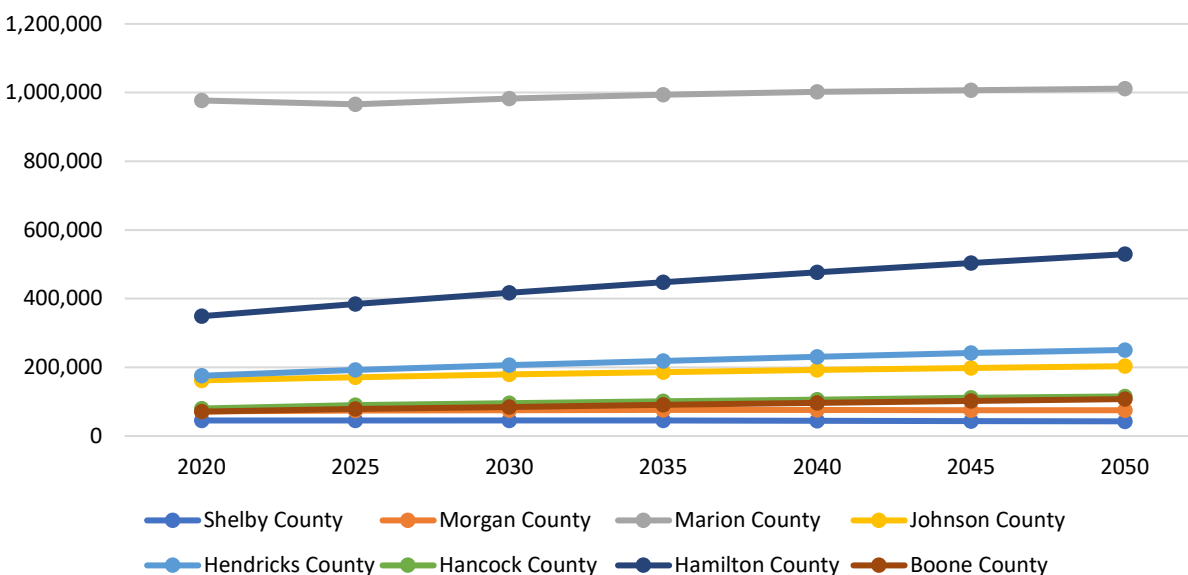
Source: STATS Indiana

Figures B.2, B.3 and B.4 on the following pages depict information about the older adult population in the region. Higher percentages of older adults reside in Morgan and Shelby Counties.

Figure B.2: Population by Age Group
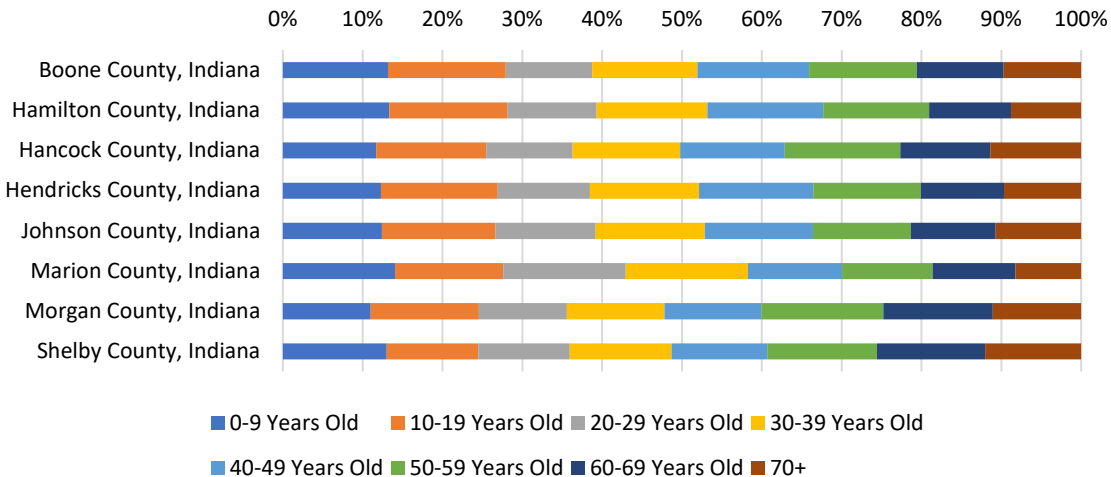
Source: 2023 ACS Five-Year Estimates, Table S0101

Figure B.3: Senior Population Percentage by Tract
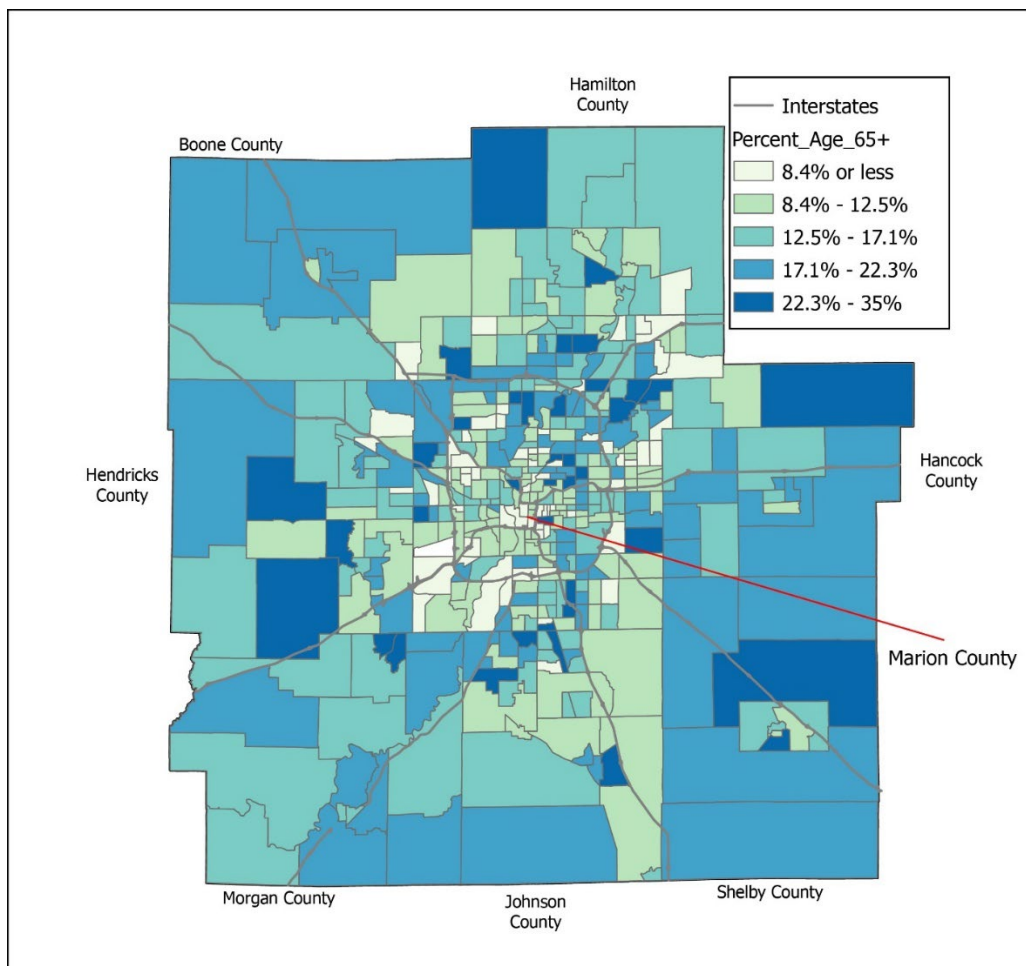
Source: 2023 American Community Survey Five-Year Estimates, Table B01001

Figure B.4: Senior Population Total by Tract
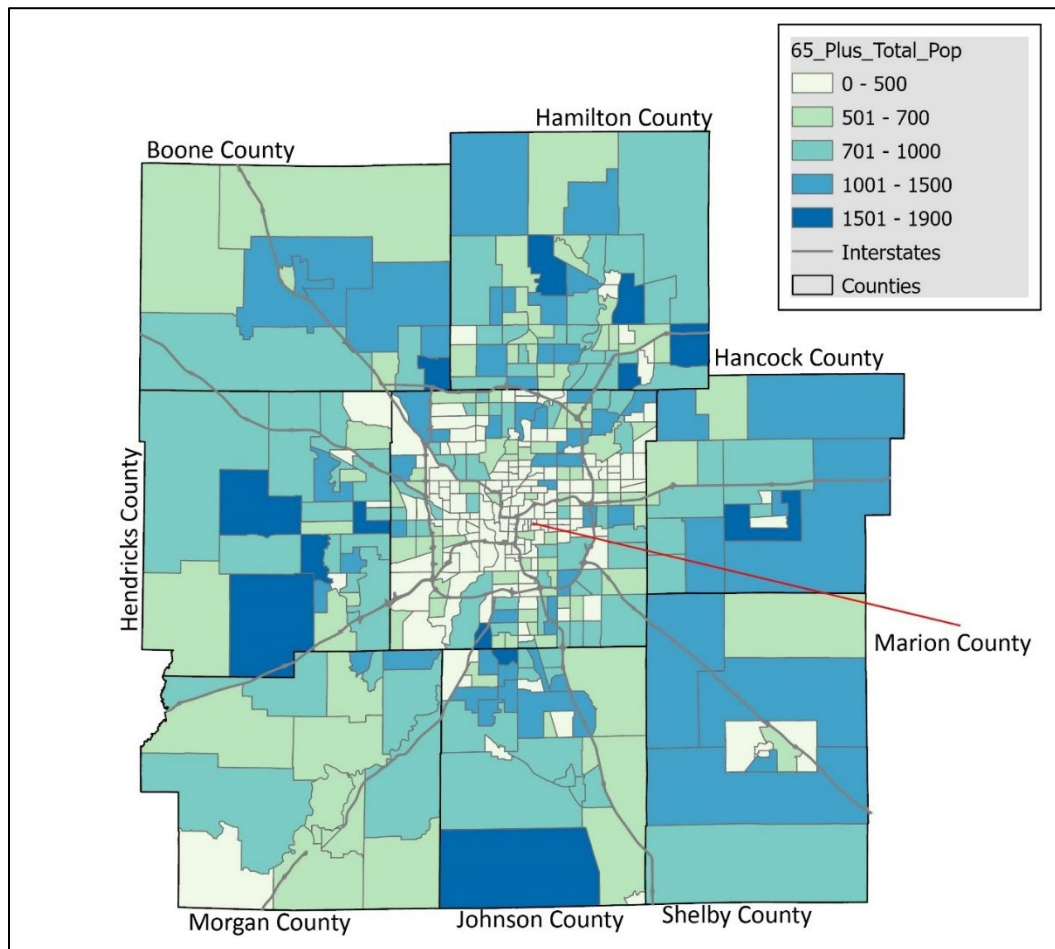
Source: 2023 American Community Survey Five-Year Estimates, Table B01001

Individuals with disabilities represent eight to 16 percent of each county's population, as shown in Figure B.5. Marion County has the greatest number of residents with disabilities, while Morgan County has the highest incidence of disability.

Figure B.5: Disability Incidence by County
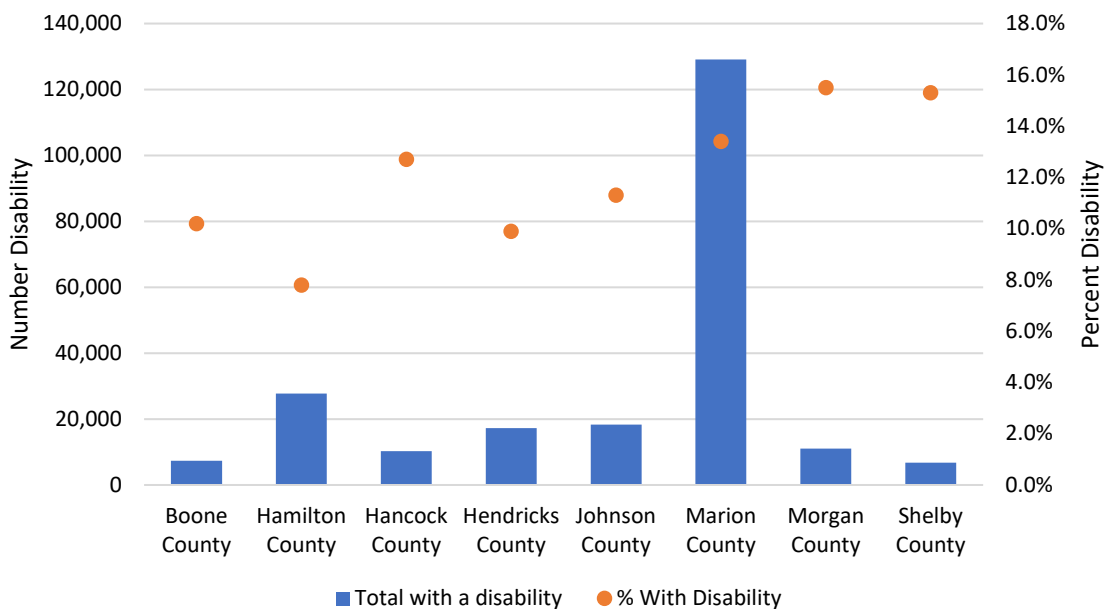
Source: 2023 ACS Five Year Estimates, Table DP02

Median household incomes for the region's counties are listed in Table B.1. The lowest-income county is Marion County, followed by Shelby County.

Table B.1: Median Household Income by County

	Median household income (2023 inflation-adjusted dollars)
Boone County	$ 104,865
Hamilton County	$ 117,957
Hancock County	$ 91,326
Hendricks County	$ 99,988
Johnson County	$ 87,227
Marion County	$ 63,450
Morgan County	$ 79,088
Shelby County	$ 71,301

Source: 2023 ACS Five-Year Estimates, Table DP03

The following two charts provide additional income and poverty information. Figure B.6 provides household income ranges by county. The percentages of households with incomes under the Federal poverty level are shown in Figure B.7. The highest-poverty county in the region is Marion County, followed by Shelby County.

Figure B.6: Household Income by County
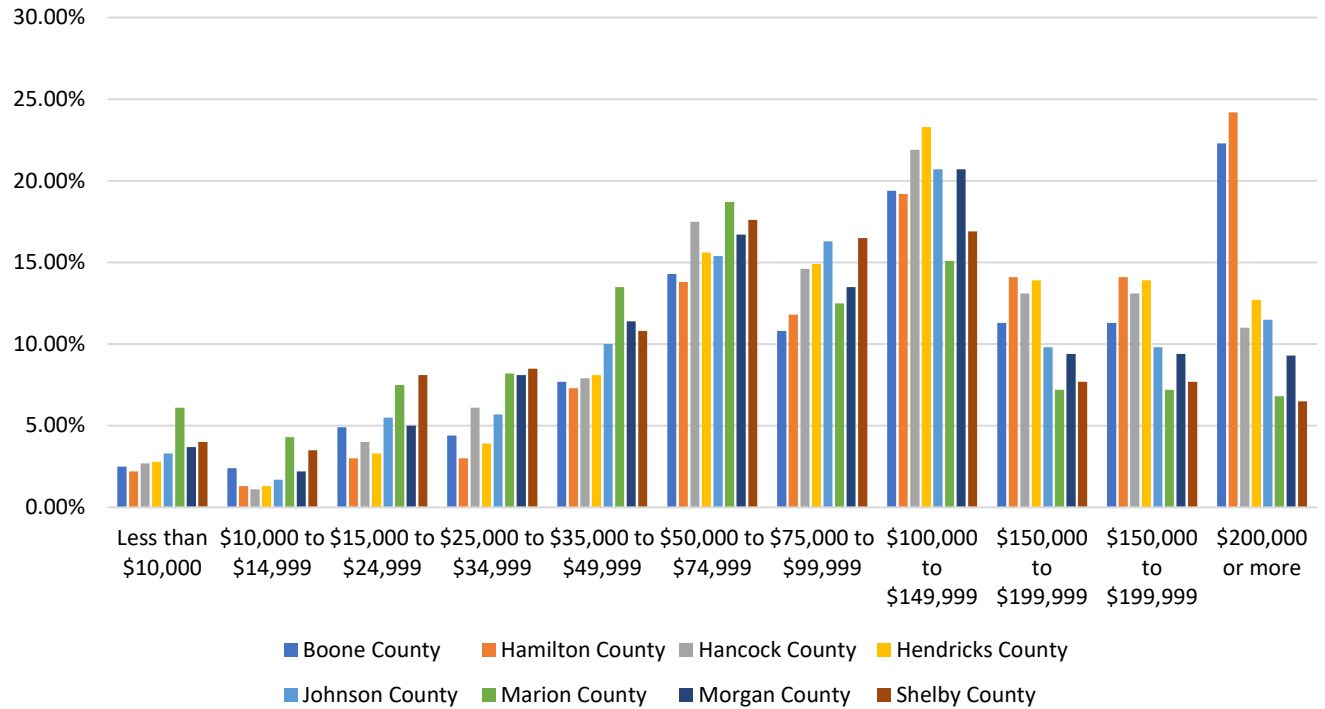
Source: 2023 ACS Five-year Estimates, Table DP03

Figure B.7: Percentage of Households Below Poverty Level
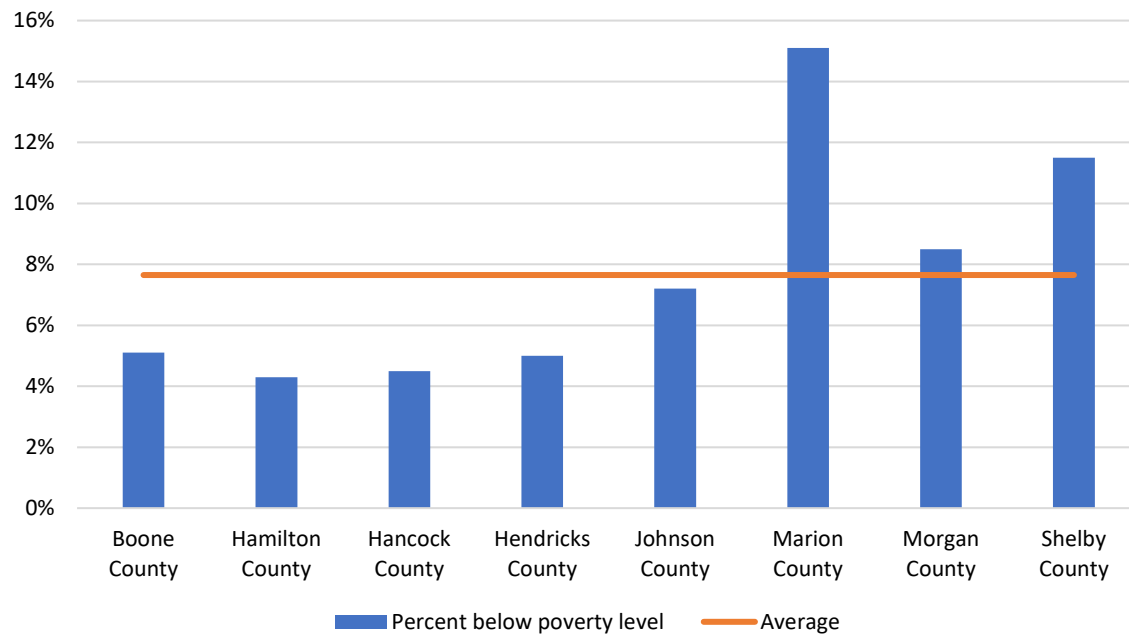
Source: 2023 ACS Five-Year Estimates, Table S1701

The maps provided in Figures B.8 and B.9 depict the numbers and percentages of people in poverty by Census tract. The tracts with more than 1,316 individuals, or greater than 33.41 percent of the population, in poverty are located in Marion County.

Figure B.8: Number of Individuals Living in Poverty
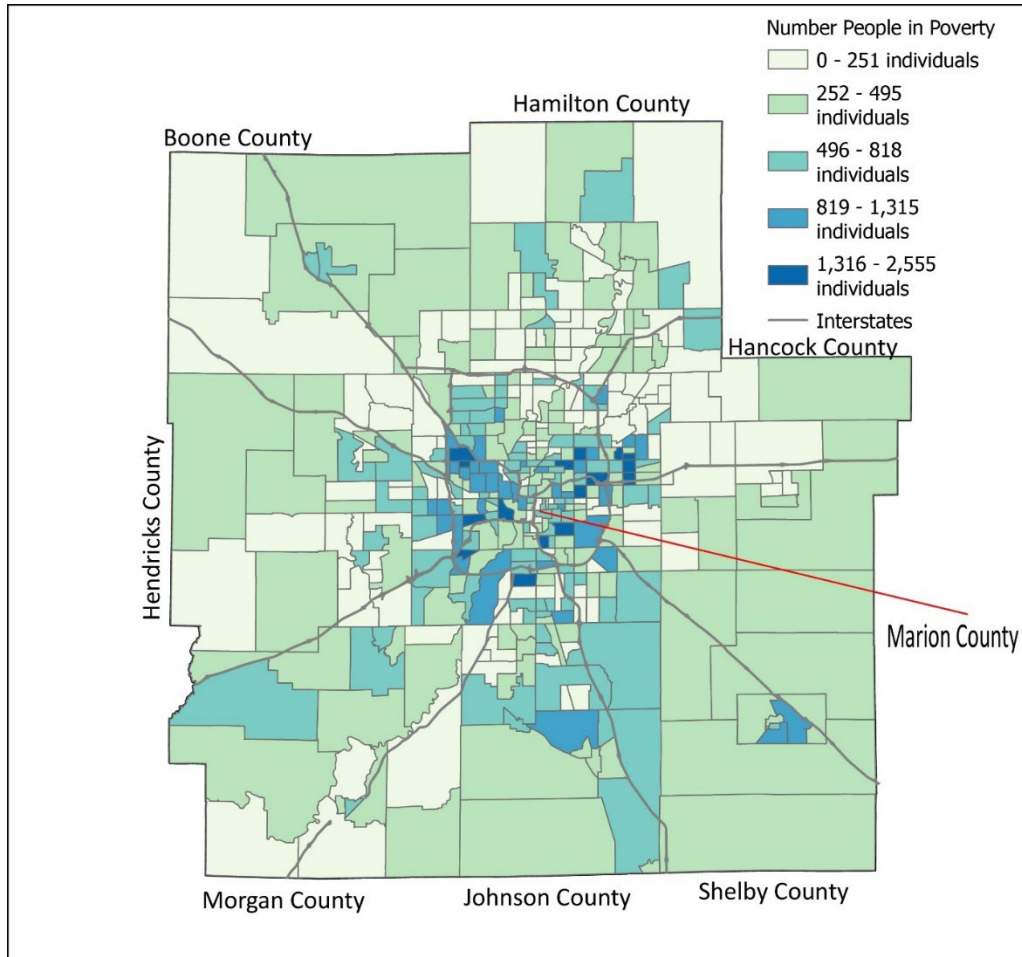
Source: 2023 ACS Five-Year Estimates, Table S1701

Figure B.9: Percent of Individuals in Poverty
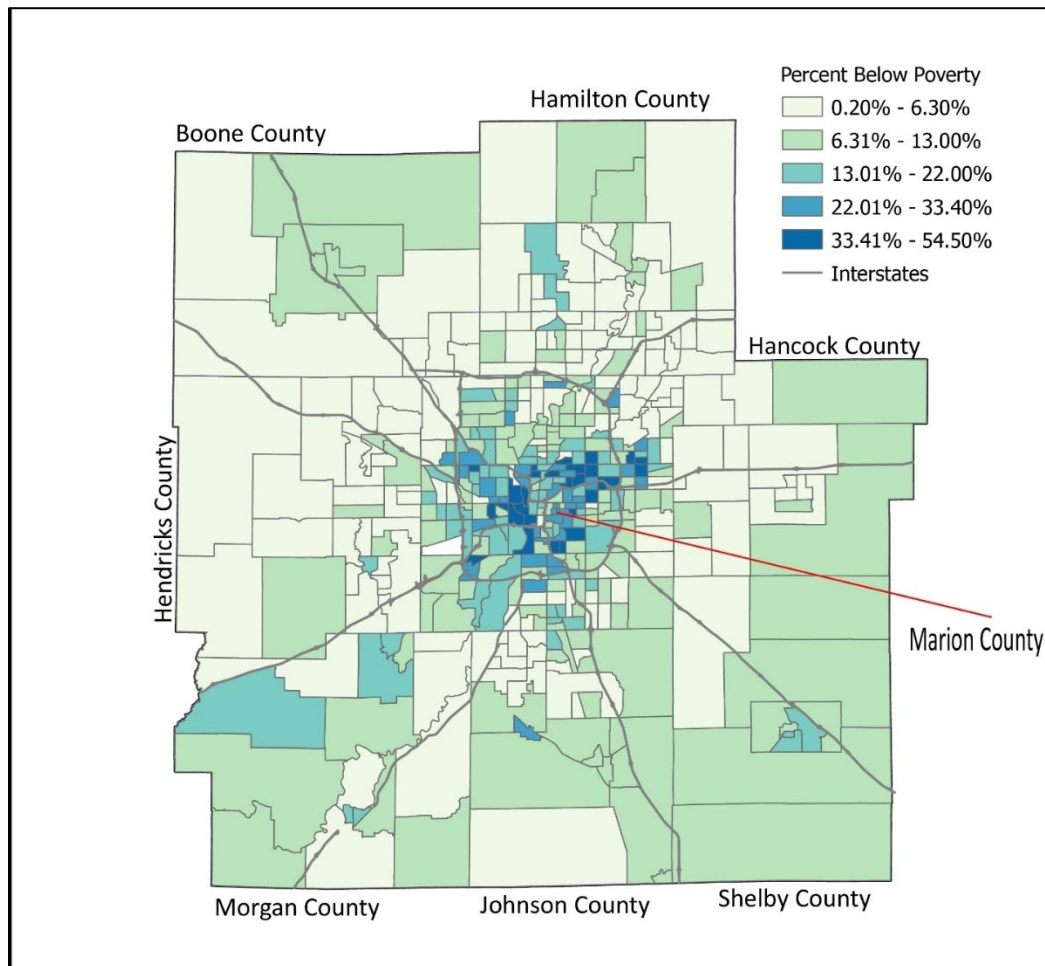
Source: 2023 ACS Five-Year Estimates, Table S1701

The remaining charts in this appendix provide information about the prevalence of zero-vehicle households in the region. Marion County has the highest percentage of households with zero vehicles available, followed by Shelby County. These two counties have the lowest household sizes, with about 2.4 persons per household, as shown in Table B.2.

Figure B.10: Vehicles Available Per Household
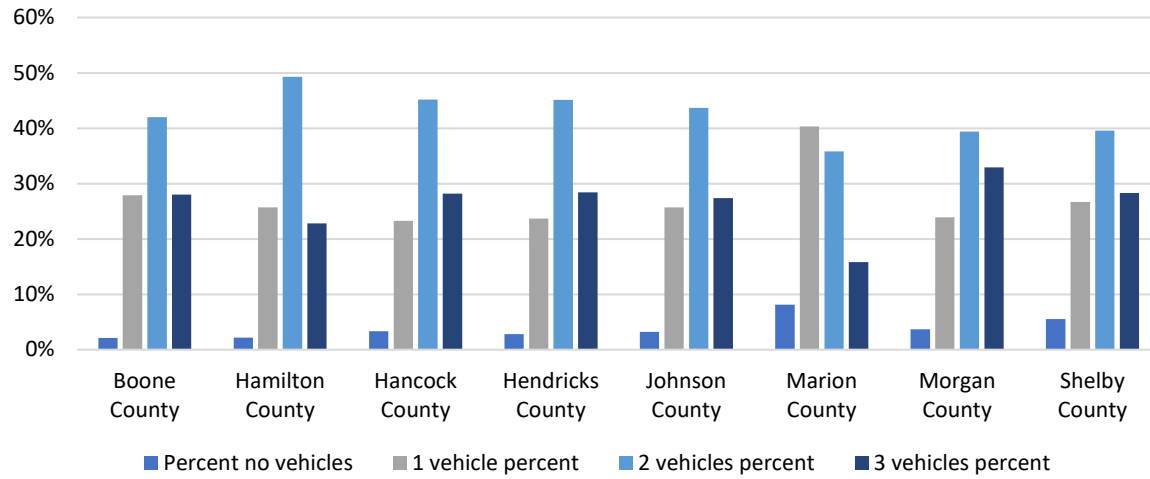
Source: 2023 ACS Five Year Estimates, Table DP04

Figure B.11: Percent Zero Vehicle Households by Census Tract
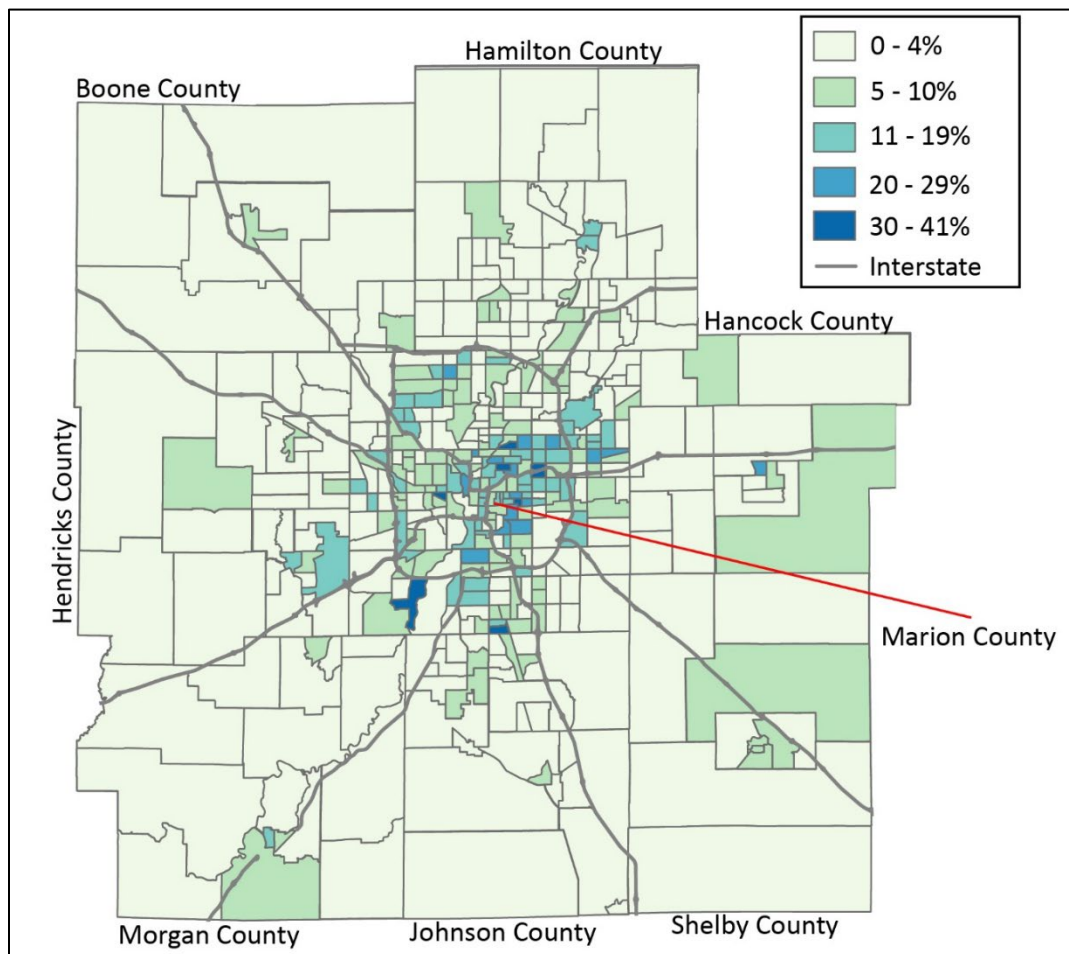
Source: 2023 ACS Five Year Estimates, Table DP04

Figure B.12: Number of Zero Vehicle Households by Census Tract
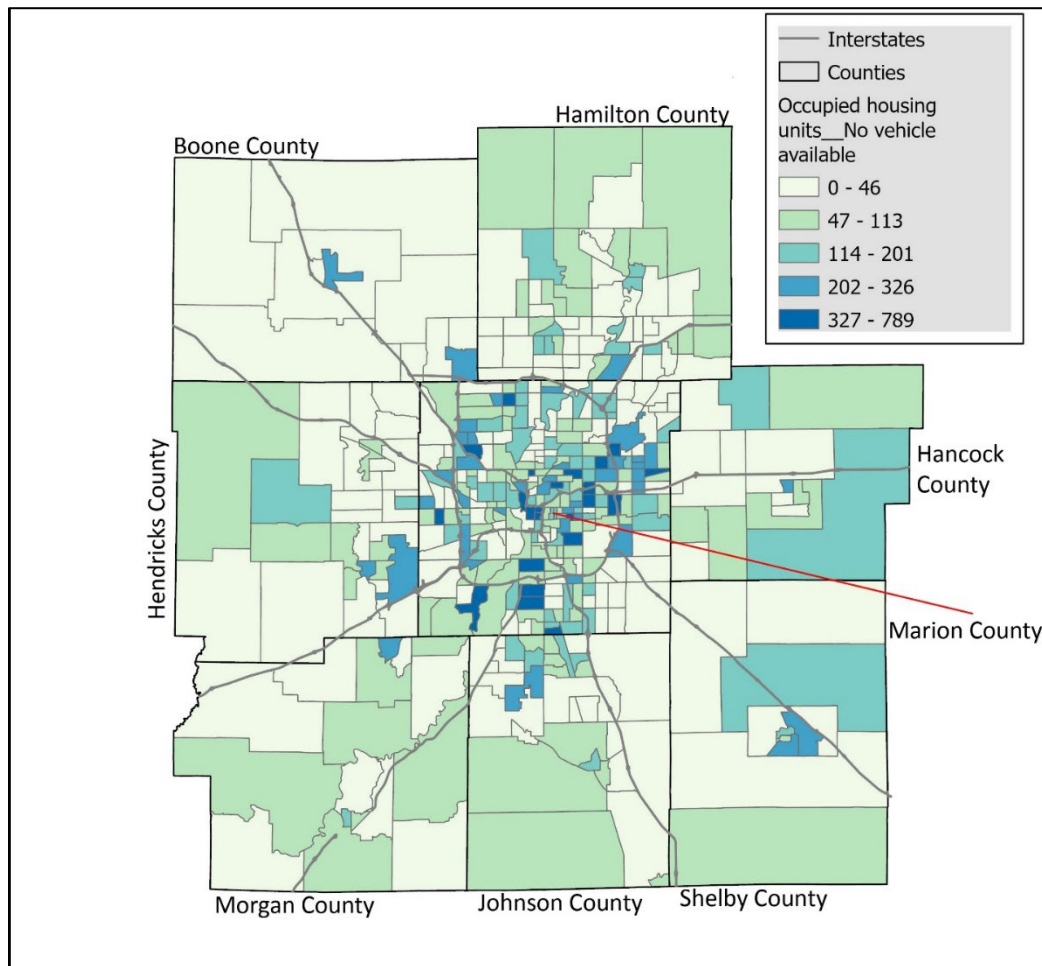
Source: 2023 ACS Five Year Estimates, Table DP04

Table B.2: Average Household Size by County

Average household size	
Boone County	2.58
Hamilton County	2.67
Hancock County	2.52
Hendricks County	2.67
Johnson County	2.62
Marion County	2.41
Morgan County	2.57
Shelby County	2.44

Source: 2023 ACS Five Year Estimates, Table DP02

Appendix C: Survey Results Analysis

Overview

Between May 19 and August 4, 2025, 283 surveys were submitted. The goal of the survey was to identify gaps in service experienced by customers of existing transportation services in the region. The survey was distributed by the participating transportation providers on-board to passengers; as emails or text messages to customers registered in the providers' trip reservation systems; and through a mass mailing. Additionally, on June 10, 480 printed surveys and envelopes with pre-paid postage that were addressed to IMPO were provided to CICOA Aging & In-Home Solutions for distribution to consumers.

The survey instrument is provided at the end of this appendix.

As shown in Figure C.1, slightly more than half of the surveys were completed on behalf of the respondents by others, such as caregivers or family members.

Figure C.1: Respondents Completing Survey (N=278)

Respondent Demographics

The responses by ZIP code are shown in Figure C.2. All of the study area's counties were represented in the responses, with the highest representation from Hamilton and Johnson Counties.

Figure C.2: Survey Results by ZIP Code (N=275)
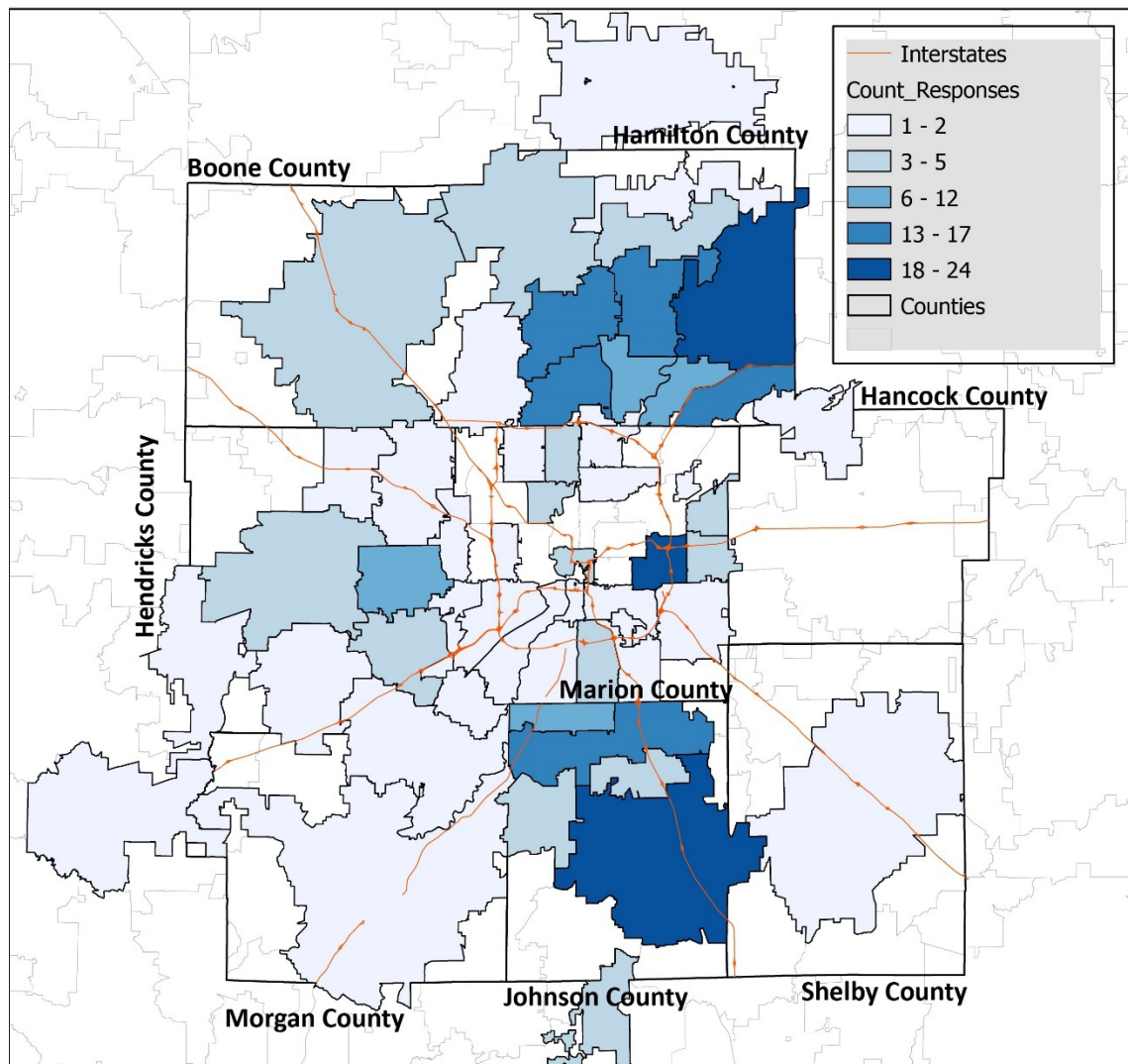
The survey respondents ranged in age, as shown in Figure C.3.

Figure C.3: Age Ranges of Respondents (N=261)
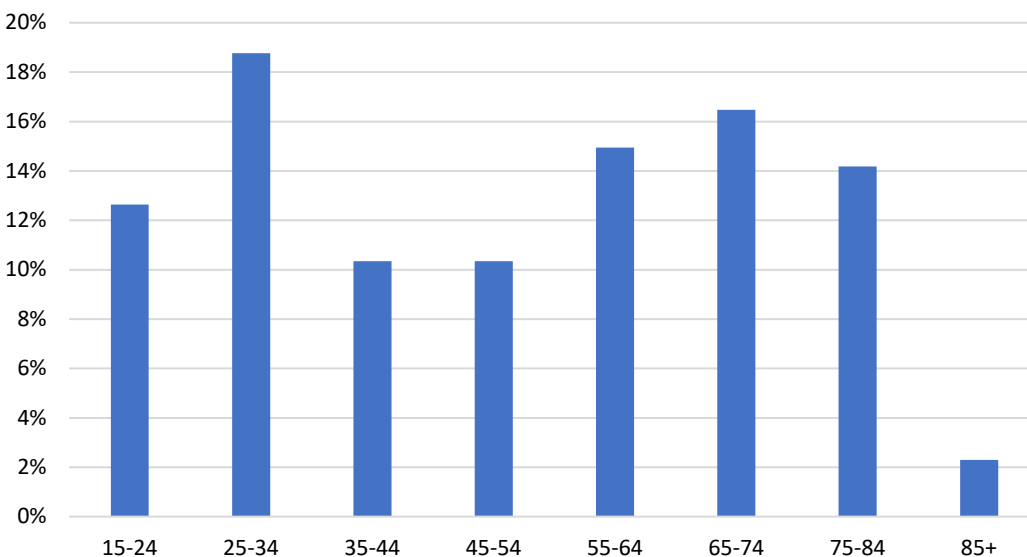
The majority of the respondents indicated that English is their first language, with six percent (17 total respondents) stating that their first language was not English, as shown in Figure C.4. In a follow-up question, seven of these respondents indicated that they do not speak English well.

Figure C.4: English as First Language (N=265)
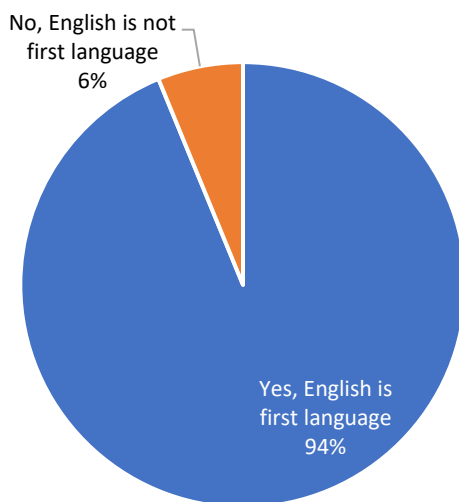
The racial identities of the respondents are provided in Figure C.5.

Figure C.5: Respondent Racial Identity (N=258)

Black — 10%
Person of African descent — 2%
Person of Asian descent — 3%
Person of Latin American descent — 0.4%
Person of Middle Eastern descent — 0.4%
Indigenous Person — 0.4%
Caucasian/White — 81%
Hispanic/Latinx — 3%
My racial identity is not listed here — 2%
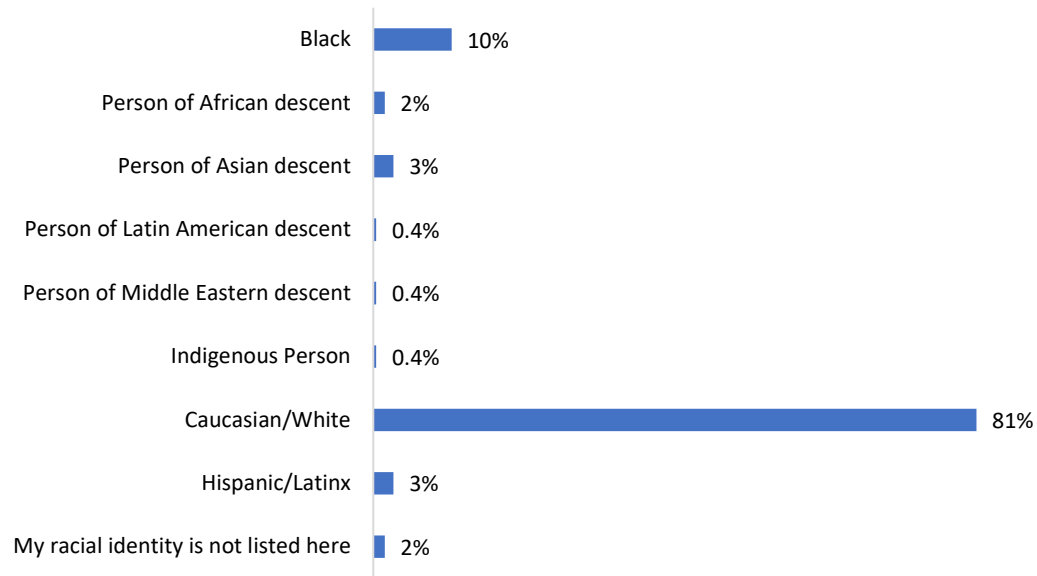
As shown in Figure C.6, about half of the respondents reported that they were either employed or attending school. Of the working respondents, most worked outside of their homes, with some working in remote or hybrid positions.

Figure C.6: Status as Working or Student (N=257)

Working outside your home daily — 30%
Working outside your home and from your home (hybrid) every week — 8%
Working only from your home (fully-remote) every week — 2%
Student — 9%
Not currently working — 53%
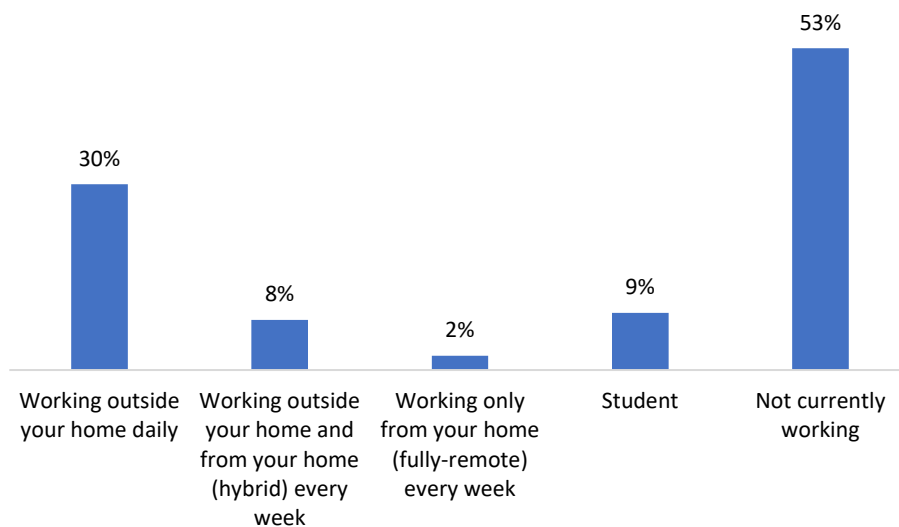
Figure C.7 displays the proportions of respondents with and without a disability requiring the use of an assistive device for mobility.

Figure C.7: Answers to "Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device to help you get around?" (N=261)
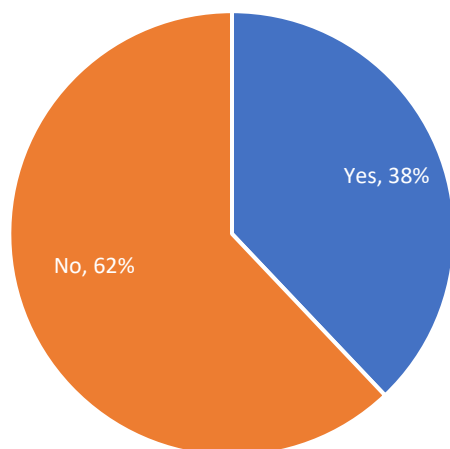
As shown in Figure C.8, the household incomes of the respondents trended toward low incomes.

Figure C.8: Household Incomes of Respondents (N=220)
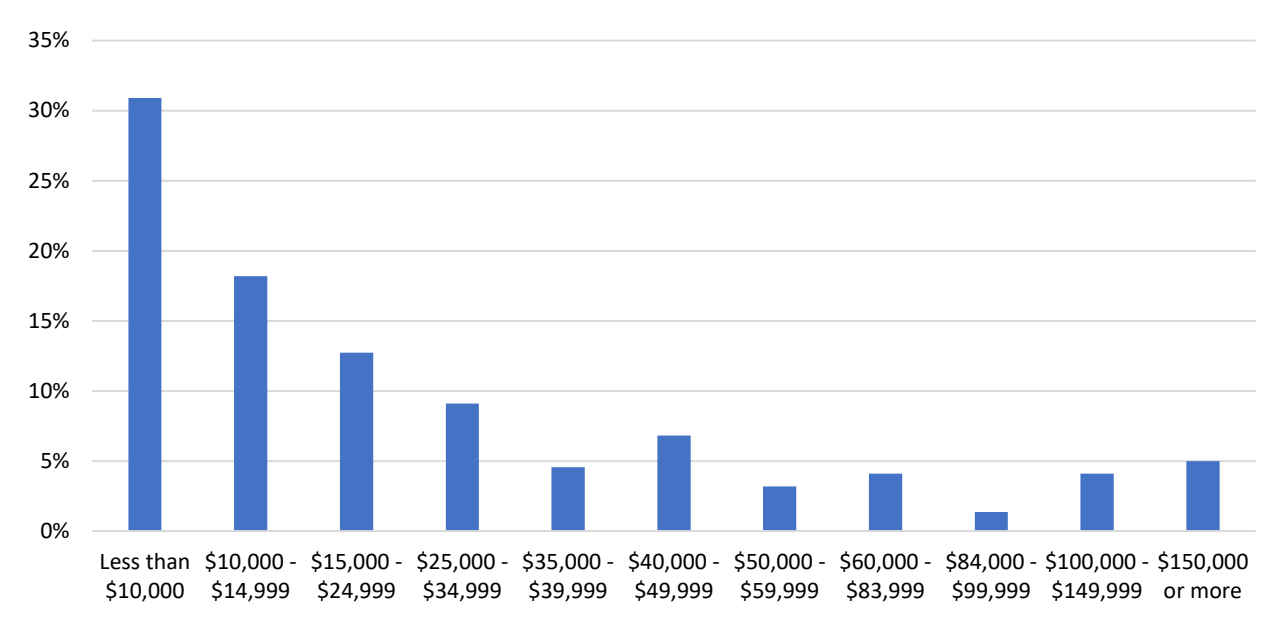
Respondents indicated whether they have difficulties with using the region's existing services to meet their transportation needs for various trip purposes. Respondents provided the number of trips they need in a typical week for eight purposes. Then, for each purpose, they reported how many of the needed trips they actually take, and, separately, how easy or difficult it is to obtain transportation. The format of these questions is shown below.

| Trip purpose	How many trips do you need to take in a typical week for this purpose?	How many trips do you complete in a typical week for this purpose?	How difficult is it to get the rides you need for this purpose?
Work	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult
School (K-12 or post-secondary)	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult

For all trip purposes, 22 to 47 percent of the respondents reported having trip needs for which they do not get all of their needed transportation. Respondents with day services trip needs reported having the least amount of difficulty (23 percent) with getting their needed trips. Those with work-related trip needs reporting having the most difficulty (44 percent). The results for all trip purposes are shown in Table C.1.

Table C.1: Difficulty with Trip Purposes

Trip Need	Frequency of Respondents' Trip Need	Percentages of Respondents with Transportation Barriers	
Work (N=110)	81% need 8 or fewer work trips per week	31%	do not get all of their needed work trips
		44%	reported some level of difficulty getting trips for work
Medical (N=78)	86% need 4 or fewer medical trips per week	41%	do not get all of their needed medical trips
		39%	reported some level of difficulty getting trips for medical
Day Services (N=78)	59% need 5 or more day services trips per week	22%	do not get all of their needed day services trips
		23%	reported some level of difficulty getting trips for day services
Shopping (N=74)	93% need 8 or fewer shopping trips per week	47%	do not get all of their needed shopping trips
		38%	reported some level of difficulty getting trips for shopping
Social (N=62)	97% need 8 or fewer social trips per week	45%	do not get all of their needed social trips
		43%	reported some level of difficulty getting trips for social purposes
School (N=42)	60% need 8 or fewer school trips per week	22%	do not get all of their needed school trips
		26%	reported some level of difficulty getting trips for school
Faith-Based Activities (N=34)	82% need 4 or fewer trips to faith activities per week	36%	do not get all of their needed trips to faith activities
		32%	reported some level of difficulty getting trips to faith activities
Dialysis (N=18)	61% need 5-8 dialysis trips per week	23%	do not get all of their needed dialysis trips
		40%	reported some level of difficulty getting trips for dialysis

Respondents provided the sources of difficulty with getting the trips they need. As shown in Figure C.9, the most common source of difficulty is that available services are too busy or booked up. The second most common concern is that the services are not available when they are needed.

Figure C.9: Sources of Difficulty for Getting Needed Transportation (N=138)
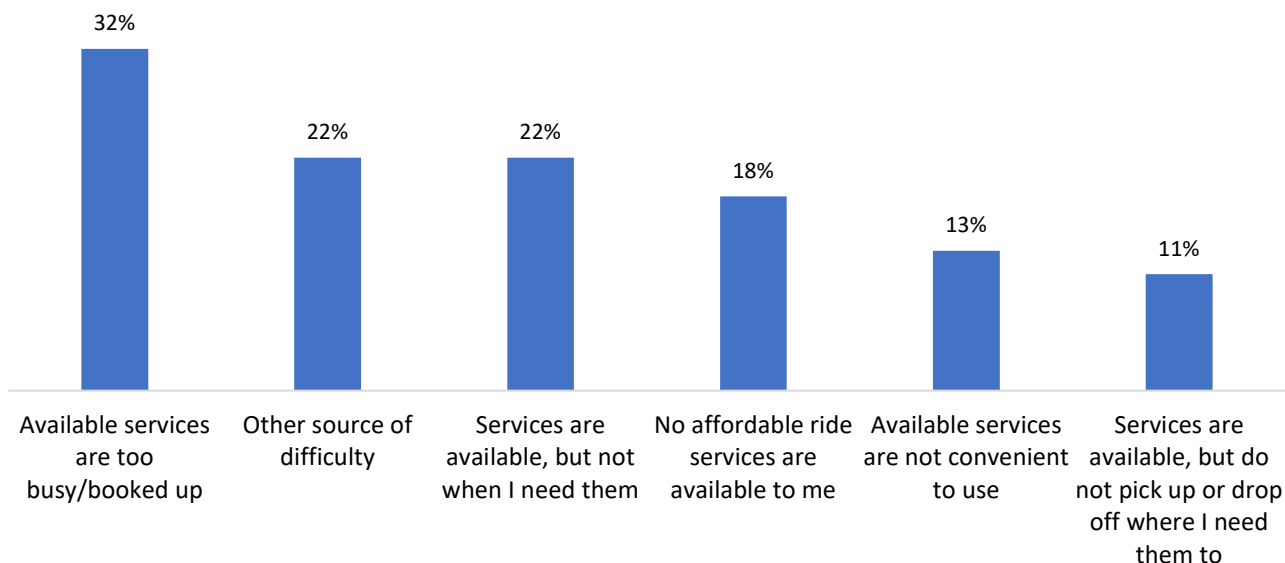

Of the 22 percent who selected "Other source of difficulty," the following concerns were specified in open-ended comments.

Table C.2: Other Sources of Difficulty with Available Services (N=31)

| Theme	Number of mentions
Not on time	5
Poor communication about schedule changes or availability	5
Not dependable	4
Rides take too long	4
Not always available when needed	3
No availability on evenings, weekends or holidays	2
Inconsistent pickup or dropoff times for recurring trips	2
Inconvenient	2
Unaffordable	2
Apprehensive about allowing dependent to ride unsupervised	1
Difficult to transfer between systems	1
Lack of service across county lines	1
Medical facility far from home/long drive time	1
Physically uncomfortable ride	1

Respondents indicated the number of trips they take in typical week on a variety of modes of transportation. The results are shown in Figure C.10.

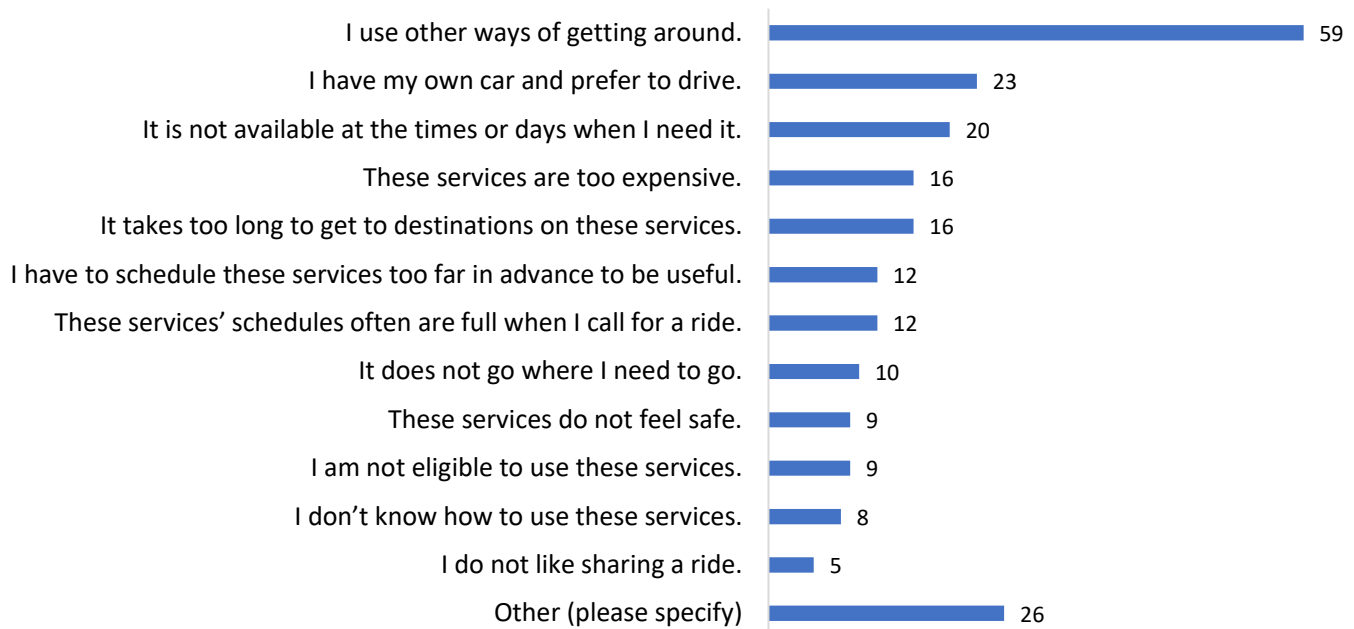*Figure C.10: Modes of Transportation Used by Respondents*
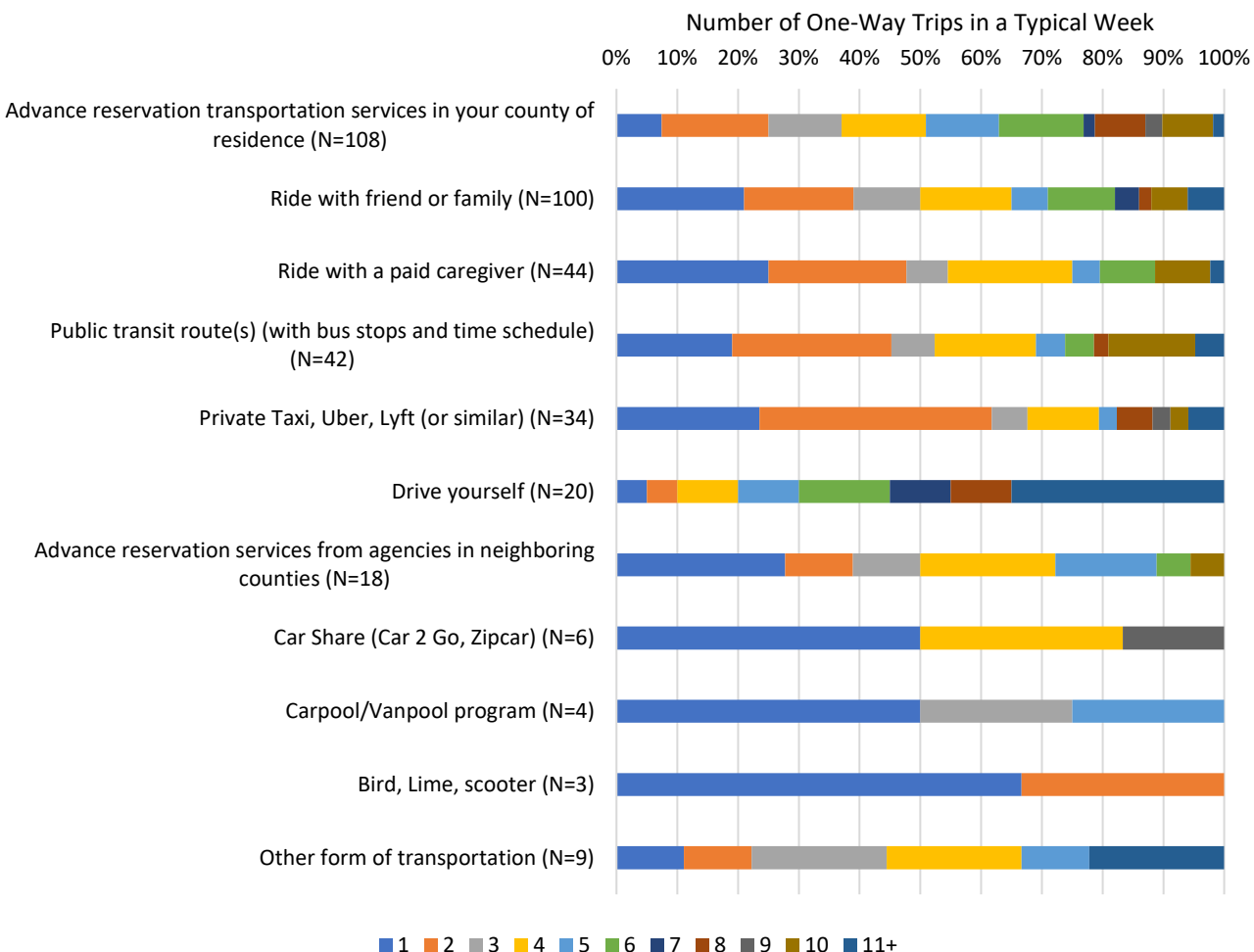
Respondents indicated whether they used specific transportation funding programs. The results are shown in Figure C.11. "Other" responses included insurance, PACC, CHI and Medicare.

Figure C.11: Funding Programs Used by Respondent (N=114)
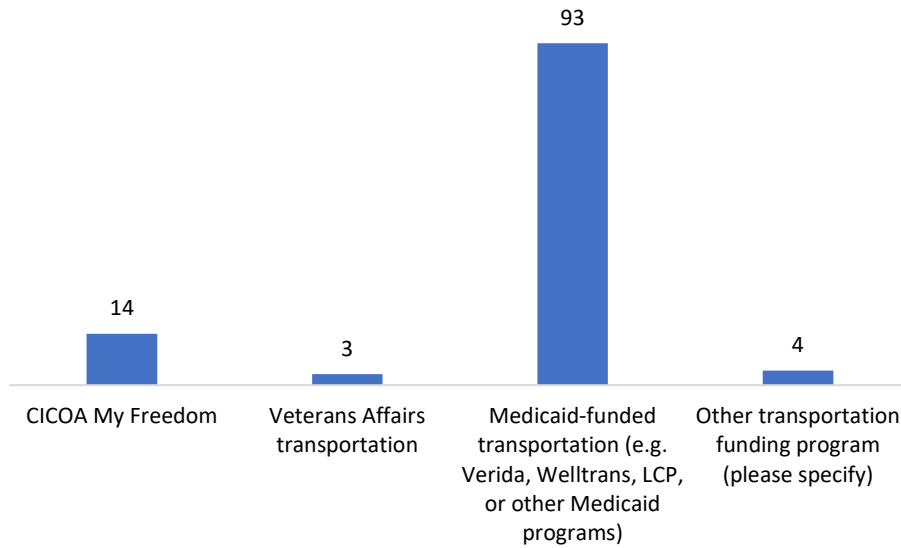
Respondents who do not use advance transportation services indicated the reasons why. The responses are shown in C.12. Other than those who stated that they use other ways of getting around or prefer to drive, the most frequent comment was that the services are not available at needed times.

Figure C.12: Reasons that Respondents Do Not Use Available Advance Reservation Services (N=137)
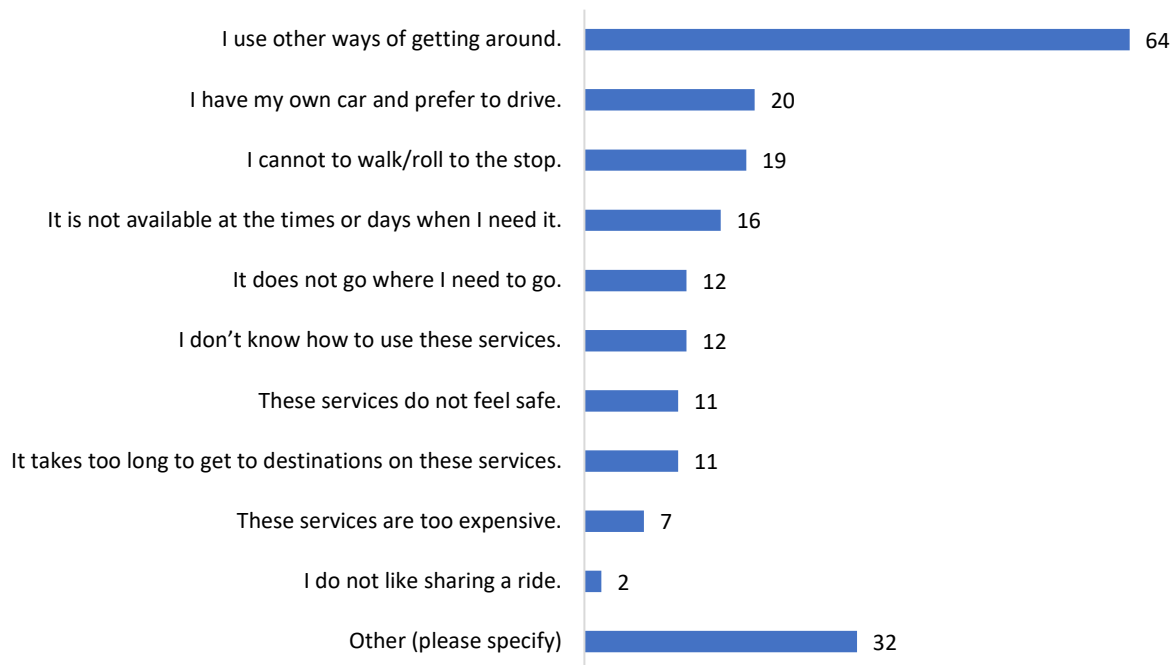
Of those who selected "Other (please specify)," some did not provide further comment, or they stated that they do use advance reservation services. Otherwise, the comments were:

- Brother takes me
- Difficult for wheelchair users (he is 5 yrs old)
- Even if I book early, I still arrive late.
- Family
- Family or friends provide transportation
- I (mom) takes him but there will be a time in the future that I will be no longer able to.
- I am never comfortable that I will get a ride home in a timely manner or if I have to stay for testing
- Interpretation isn't always provided to schedule
- No Volunteer Drivers picked up my ride reservation requests.
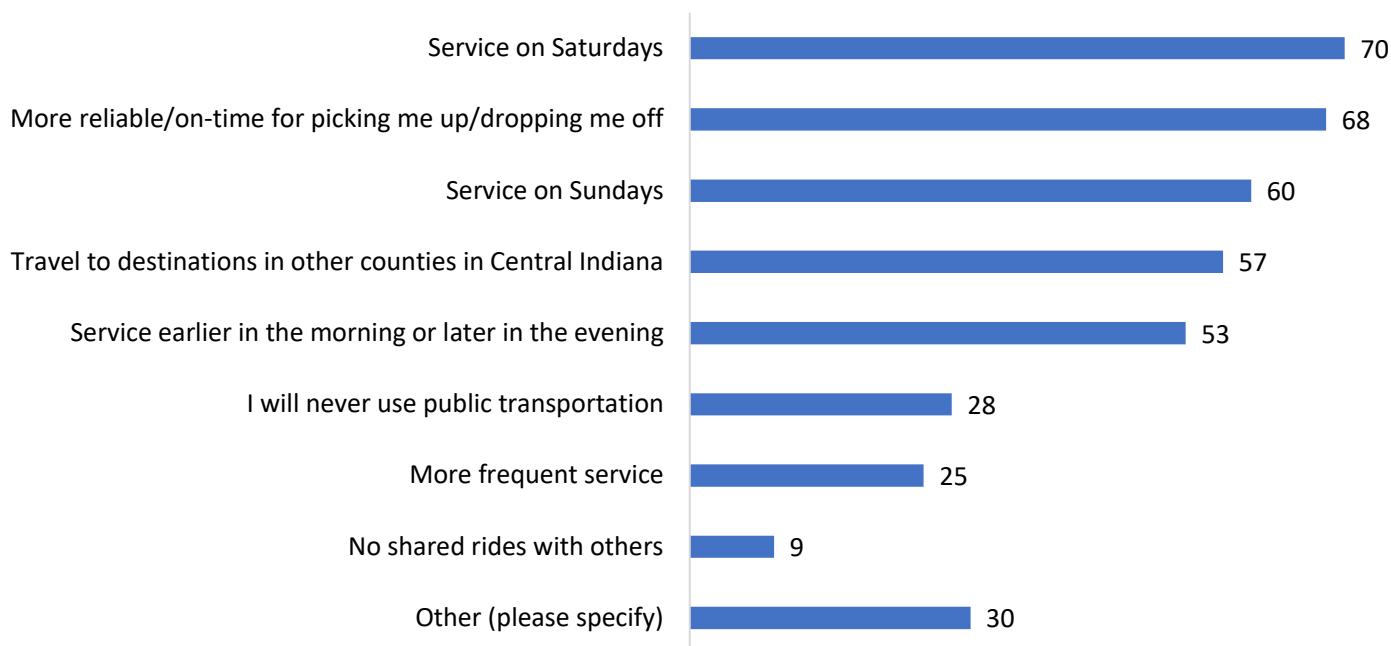- Person is a minor
- Pick up too early

Respondents who do not use bus routes or bus rapid transit, if available in their communities, indicated the reasons why. The responses are shown in Figure C.13. Other than those who stated that they use other ways of getting around or prefer to drive, the most frequent comment was that they are unable to walk/roll to a stop.

Figure C.13: Reasons Why Respondents Do Not Use Bus Routes/Bus Rapid Transit (N=143)

Reason	Count
I use other ways of getting around.	64
I have my own car and prefer to drive.	20
I cannot to walk/roll to the stop.	19
It is not available at the times or days when I need it.	16
It does not go where I need to go.	12
I don't know how to use these services.	12
These services do not feel safe.	11
It takes too long to get to destinations on these services.	11
These services are too expensive.	7
I do not like sharing a ride.	2
Other (please specify)	32

Respondents indicated what they would change to make public transit options, including advance reservation and fixed route/bus rapid transit services, more appealing. The responses are shown in Figure C.14. Respondents could select more than one answer. The top responses were service on Saturdays and being more reliable/on-time.

*Figure C.14: What Respondents Would Change to Make Public Transit More Appealing (N=199)*

Response	Count
Service on Saturdays	70
More reliable/on-time for picking me up/dropping me off	68
Service on Sundays	60
Travel to destinations in other counties in Central Indiana	57
Service earlier in the morning or later in the evening	53
I will never use public transportation	28
More frequent service	25
No shared rides with others	9
Other (please specify)	30

The "Other (please specify)" responses included:

- Ability to request rides online 1-2 weeks in advance vs day to day
- Consistency with routes.
- Easier ride scheduling
- Greater flexibility with ability to make multiple stops during trips
- I need a lift use walker
- Later in the evenings would be great
- Longer hours on Saturday
- More holidays open for business
- Safer, security
- Safety when using the service is main concern.
- The 30-minute pick up window is challenging for my daughter with Down syndrome.
- There aren't enough East-West routes.
- Trips to Indy medical care
- Tuesday, Wednesday and Thursday
- We want to ensure each vehicle is wheelchair accessible.

Respondents who use advance reservation services shared how many times they use them per week to cross county lines, as shown in Figure C.15. About 33 percent of users cross county lines once per week or more.

Figure C.15: Frequency Advance Transportation Users Cross County Lines (N=235)
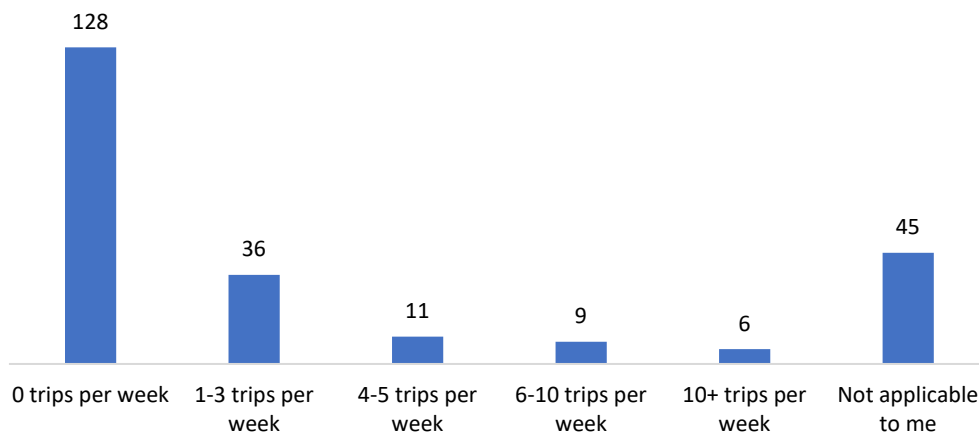
Those who answered "0 trips per week" to the question about using advance transportation to cross county lines were asked why. The results are provided in Figure C.16. About half said they did not need to cross county lines.

Figure C.16: Why Advance Reservation Service Users Do Not Use It to Cross County Lines (N=158)
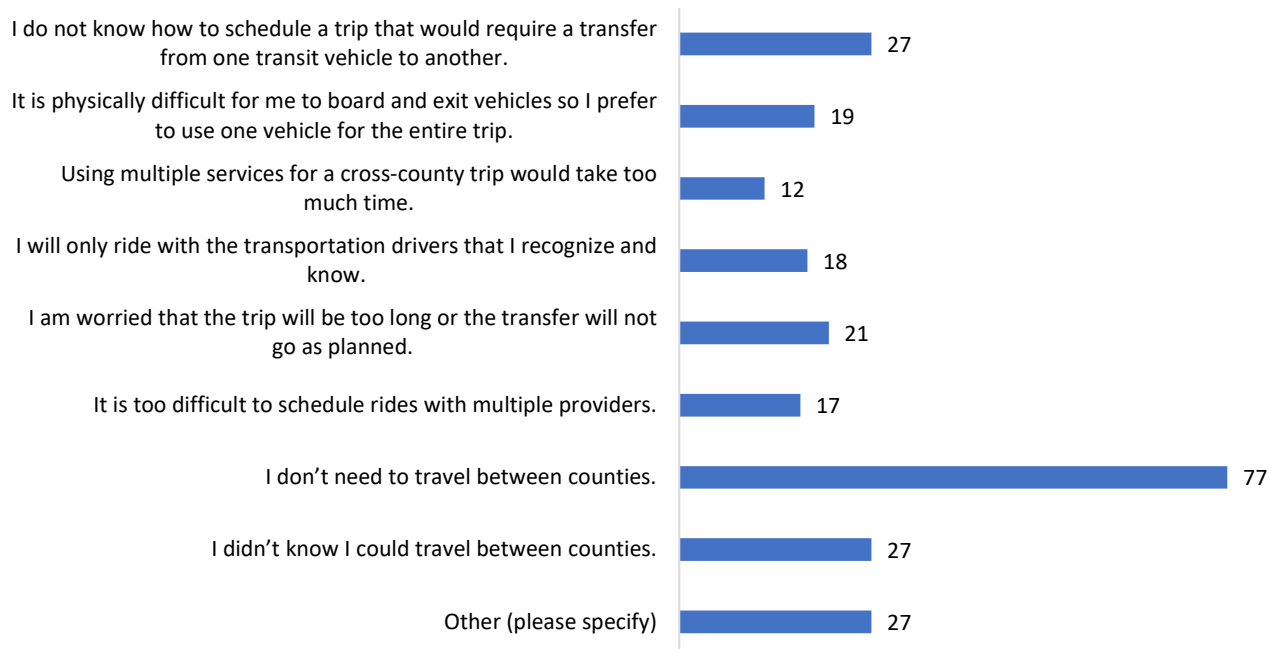
Other responses included:

- Don't know when appointments will be.
- Don't ride every week
- Dr appts usually
- Drive myself
- HCE can take me one bus stop in Marion County. That's very helpful when I need to get to St. Vincent hospital on 86th street in Indianapolis!
- I catch an Indy Go bus at the mall so don't leave Johnson Co. on the Johnson Co. bus
- I don't need to travel to other counties at this time, maybe I will in the future, I'm not sure.
- I drive myself
- I have a wheelchair van and use it for all my trips
- I just need to get to work and back
- I use HCE
- I'm disabled and overweight wheelchair
- It is not offered
- Link/Sycamore does not cross county lines. This would be a wonderful addition that our consumer would/could use!
- My dialysis is in my county. However, I would love to take a ride service to my doctor's appts.
- My family drives me
- Not needed (8 yrs old)
- Parents drive me
- Person is a special needs minor (10 yrs old)
- Rare trips to downtown would be good for me
- Ride with caregiver
- This typically would be for Dr appointments and he is not capable to understand these himself.
- Uber
- Way too expensive

Survey of Transportation Needs in Central Indiana

Tell us about your transportation needs! This survey will take approximately 10 minutes to complete. If you have any questions regarding the survey or would like to have the survey in an alternative format, please call Christy Campoll at (937) 299-5007 or email ccampoll@rlsandassoc.com. Surveys must be returned by June 27, 2025. **You can return the survey to who gave it to you, or mail the completed survey to Indianapolis MPO, 200 E Washington St, Ste 2322, Indianapolis, IN 46204.** You can also take this survey online at https://bit.ly/4kep96N, use the QR code, or leave a voicemail with your comments at 317-327-5646.

1. **Select one:**
   - ☐ I am completing this survey for myself
   - ☐ I am completing this survey on behalf of someone else (for example, a client or a family member)

2. **What is your/their ZIP code? _____**

3. **Please provide the following information so we can learn more about how often you have difficulties with transportation. In this question, a round trip counts as 2 trips. Skip any entries that are not applicable to you.**

Trip purpose	How many trips do you need to take in a typical week for this purpose?	How many trips do you complete in a typical week for this purpose?	How difficult is it to get the rides you need for this purpose?
Work	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult
School (K-12 or post-secondary)	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult
Dialysis	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult

Trip purpose	How many trips do you <u>need to take</u> in a typical week for this purpose?	How many trips do you <u>complete</u> in a typical week for this purpose?	How difficult is it to get the rides you need for this purpose?
Medical/Dental offices or hospitals	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult
Shopping (General Shopping, Pharmacy and/or Grocery)	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult
Social/Recreation activities	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult
Faith-Based organizations and activities	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult
Day services programs for older adults or people with disabilities	☐ 0 ☐ 1-4 ☐ 5-8 ☐ 9-10 ☐ 11+	☐ 0 ☐ Less than half of my needed trips ☐ About half of my needed trips ☐ Most of my needed trips, but not all ☐ All of my needed trips	☐ 1 – Easy ☐ 2 – Occasionally difficult ☐ 3 – Somewhat difficult ☐ 4 – Difficult ☐ 5 – Very difficult

4. **If you have difficulty with any of the types of trips in the previous question, please provide the source(s) of difficulty:**

☐ No affordable ride services are available to me
☐ Services are available, but not when I need them
☐ Services are available, but do not pick up or drop off where I need them to
☐ Available services are too busy/booked up
☐ Available services are not convenient to use
☐ Other (please explain in space provided): _____

_____
_____
_____

5. **In the spaces provided, write in the number of one-way trips you take on each type of transportation in a typical week:**

____ Public transit route(s) (with bus stops and time schedule)
____ Advance reservation transportation services <u>in your county of residence</u>
____ Advance reservation services from agencies <u>in neighboring counties</u>
____ Private Taxi, Uber, Lyft (or similar)
____ Bird, Lime, scooter
____ Car Share (Car 2 Go, Zipcar)
____ Carpool/Vanpool program
____ Drive yourself
____ Ride with friend or family
____ Ride with a paid caregiver
____ Other form of transportation

6. **Mark ALL of the funding programs you have used during the past 12 months:**

☐ CICOA My Freedom
☐ Veterans Affairs transportation
☐ Medicaid-funded transportation (e.g. Verida, Welltrans, LCP, or other Medicaid programs)
☐ Other transportation funding program:
_____

7. **If you have *advance reservation* transportation services available in your community, but do not use them, please indicate which of the following statements are true for you (select all that apply):**

☐ I have my own car and prefer to drive.
☐ I use other ways of getting around.
☐ It does not go where I need to go.
☐ It is not available at the times or days when I need it.
☐ I do not like sharing a ride.
☐ I don't know how to use these services.
☐ These services do not feel safe.
☐ These services are too expensive.
☐ It takes too long to get to destinations on these services.
☐ I am not eligible to use these services.

☐ I have to schedule these services too far in advance to be useful.
☐ These services' schedules often are full when I call for a ride.
☐ Other: _____

8. **If a bus route or BRT line is available but you do not use it, please select any of the following reasons that apply.**

☐ I have my own car and prefer to drive.
☐ I use other ways of getting around.
☐ It does not go where I need to go.
☐ It is not available at the times or days when I need it.
☐ I do not like sharing a ride.
☐ I don't know how to use these services.
☐ These services do not feel safe.
☐ These services are too expensive.
☐ It takes too long to get to destinations on these services.
☐ I cannot walk / roll to the stop.
☐ Other: _____

9. **What would you change to make public transit options (advance reservation and/or bus routes/BRT lines) more appealing to you? (select all that apply)**

☐ Travel to destinations in other counties in Central Indiana
☐ Service earlier in the AM or later in PM
☐ Service on Saturdays
☐ Service on Sundays
☐ No shared rides with others
☐ More reliable/on-time for picking me up/dropping me off
☐ More frequent service
☐ I will never use public transportation.
☐ Other: _____

10. **If you use advance reservation transportation, how many times per week do you use it to cross county lines? (Choose one)**

☐ 0 trips per week
☐ 1-3 trips per week

- [ ] 4-5 trips per week
- [ ] 6-10 trips per week
- [ ] 10+ trips per week
- [ ] Not applicable to me

11. If you answered "0" to the previous question, why?

- [ ] I do not know how to schedule a trip that would require a transfer from one transit vehicle to another.
- [ ] It is physically difficult for me to board and exit vehicles so I prefer to use one vehicle for the entire trip.
- [ ] Using multiple services for a cross-county trip would take too much time.
- [ ] I will only ride with the transportation drivers that I recognize and know.
- [ ] I am worried that the trip will be too long or the transfer will not go as planned.
- [ ] It is too difficult to schedule rides with multiple providers.
- [ ] I don't need to travel between counties.
- [ ] I didn't know I could travel between counties.
- [ ] Other: _____

12. How old are you?

- [ ] 15-24   [ ] 55-64
- [ ] 25-34   [ ] 65-74
- [ ] 35-44   [ ] 75-84
- [ ] 45-54   [ ] 85+

13. Is English your first language?

- [ ] Yes   [ ] No

14. If you answered "No" to the previous question, how well do you speak English?

- [ ] Very well
- [ ] Not well

- [ ] Other: _____

15. What is your racial identity?

- [ ] Black
- [ ] Person of African descent
- [ ] Person of Asian descent
- [ ] Person of Latin American descent
- [ ] Person of Middle Eastern descent
- [ ] Indigenous Person
- [ ] Caucasian/White
- [ ] Hispanic/Latinx
- [ ] My racial identity is not listed here

16. Which of the following applies to you (check all that apply)? Are you currently:

- [ ] Working outside your home daily
- [ ] Working outside your home and from your home (hybrid) every week
- [ ] Working only from your home (fully-remote) every week
- [ ] Student
- [ ] Not currently working

17. Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device to help you get around?

- [ ] Yes   [ ] No

18. What is your annual household income?

- [ ] Less than $10,000
- [ ] $10,000 - $14,999
- [ ] $15,000 - $24,999
- [ ] $25,000 - $34,999
- [ ] $35,000 - $39,999
- [ ] $40,000 - $49,999
- [ ] $50,000 - $59,999
- [ ] $60,000 - $83,999
- [ ] $84,000 - $99,999
- [ ] $100,000 - $149,999
- [ ] $150,000 or more

Thank you for completing the survey!

Appendix D: Inventory of Existing Transportation Services

The following transportation provider inventory is based on data provided through surveys, correspondence, information available from program websites, and the INDOT 2024 Annual Report on Indiana public transit systems. The survey instruments distributed to public and human service transportation operators are provided following Tables D.1 through D.4.

Organization and Program Information

Table D.1 provides a summary of the organizational characteristics of the participating transportation providers and organizations that purchase transportation on behalf of clients or customers. Eligibility requirements for receiving services are typically based on funding or agency mission (i.e., older adults, individuals with disabilities, registered program participants, etc.).

Table D.1: Organizational Characteristics

Program/Agency Name	Direct Transportation Operator (Yes/No)	Legal Authority	Eligibility: General Public	Eligibility: Program Clients Only	Eligibility: Persons with Disabilities	Eligibility: Older Adults	Eligibility: Other
A Caring Place/Catholic Charities Indianapolis	Y	Private Non-Profit		X			
Access Johnson County/Gateway Services	Y	Private Non-Profit	X				
Boone Area Transit Service/Boone County Senior Services	Y	Private Non-Profit	X				
Bosma Industries for the Blind	Y	Private Non-Profit		X			
Central Indiana Regional Transportation Authority (CIRTA)	N	Regional Transp. Authority	X				
CICOA Aging & In-Home Solutions	Y	Private Non-Profit			X	X	

Program/Agency Name	Direct Transportation Operator (Yes/No)	Legal Authority	Eligibility: General Public	Eligibility: Program Clients Only	Eligibility: Persons with Disabilities	Eligibility: Older Adults	Eligibility: Other
Driven2Success/Pathway Learning Center	Y	Private Non-Profit					Residents of Agency Service Area
Eskenazi Health	Y	Municipal Corporation		X			
Hamilton County Express/Janus Developmental Services	Y	Private Non-Profit	X				
RIDE Hancock/Hancock Senior Services	Y	Private Non-Profit	X				
HendricksGO!/Hendricks County Senior Services	Y	Private Non-Profit		X			
IndyGo – Fixed Route and Bus Rapid Transit	Y	Municipal Corporation	X				
IndyGo – Access	Y	Municipal Corporation			X		
John H. Boner Neighborhood Centers	Y	Private Non-Profit		X			
Johnson County Senior Services	Y	Private Non-Profit				X	
LINK Hendricks County and Morgan County CONNECT/Hendricks County Senior Services & Sycamore Services	Y	Private Non-Profit	X				
Midtown Get Around/MLK Center	Y	Private Non-Profit					Residents of Agency Service Area

Program/Agency Name	Direct Transportation Operator (Yes/No)	Legal Authority	Eligibility: General Public	Eligibility: Program Clients Only	Eligibility: Persons with Disabilities	Eligibility: Older Adults	Eligibility: Other
Noble Inc.	Y	Private Non-Profit		X			
PrimeLife Enrichment	Y	Private Non-Profit				X	
Richard L. Roudebush VA Medical Center	Y	Federal Agency		X			
Shares, Inc.	F	Private Non-Profit		X			
ShelbyGo/Shelby Senior Services	Y	Private Non-Profit	X				
Tangram	Y	Private Non-Profit		X			
Use What You've Got Prison Ministry	Y	Private Non-Profit		X			

Services, Ridership and Fleet

Table D.2 describes services and ridership. For public transit operators providing demand responsive service to the general public and CICOA Aging & In-Home Services, trip denials are included. A trip denial occurs when a transit provider must decline a trip due to capacity constraints. A large majority of the providers operate on Monday through Friday only. "WC accessible" refers to vehicles that have wheelchair lifts or ramps for accessibility.

Table D.2: Services, Ridership and Fleet

Program/Agency Name	Service Area	One-Way Passenger Trips, 2024	Mode(s) of Service	Days & Hours of Service	Number of Vehicles
A Caring Place/Catholic Charities Indianapolis	Indianapolis (inside I-465)	Not reported	Demand Response	Not reported	Not reported

Program/Agency Name	Service Area	One-Way Passenger Trips, 2024	Mode(s) of Service	Days & Hours of Service	Number of Vehicles
Access Johnson County/Gateway Services	Johnson County and southern Marion County as far north as Stop 11 Road	54,895 (Trip denials: 437)	Flexible Fixed Route and Demand Response	M-F: 6:15A to 7:00P	22 (All WC accessible)
Boone Area Transit Service/Boone County Senior Services	Boone County origination with destinations within the region	22,803 (Trip denials: approximately 150)	Demand Response	M-F: 7:30A to 4:30P	18 (16 WC accessible)
Bosma Industries for the Blind	Not reported	Not reported	Demand Response	Not reported	Not reported
Central Indiana Regional Transportation Authority (CIRTA)	Boone, Delaware, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby Counties	Workforce Connectors: 20,145 Vanpool: 61,589	Fixed Route, Vanpools, Carpool Matching, Guaranteed Ride Home	M-Sa: 5:10A to 10A & 1P to 7P	0 (CIRTA uses contracted turnkey services; in 2024, 17 vehicles in use for programs)
CICOA Aging & In-Home Solutions	Boone, Hamilton, Hancock, Hendricks, Johnson, Marion, Morgan, and Shelby Counties	18,137 (Trip denials: 2,865)	Demand Response and Vouchers	M-F: 8A to 6P	10 (All WC accessible)
Driven2Success/Pathway Learning Center	Indianapolis (riders must reside in 46205, 46201, 46216, 46218, 46219, 46226, 46229, 46235, or 46236)	Not reported	Demand Response	M-F: 7:30A to 5P	6 (5 WC accessible)
Eskenazi Health	North – 56th street, East – German Church Road, West – 465,	3,362	Demand Response	M-F: 10A to 4P	5 (All WC Accessible)

Program/Agency Name	Service Area	One-Way Passenger Trips, 2024	Mode(s) of Service	Days & Hours of Service	Number of Vehicles
	South – 465. Service is provided to 10 clinics.				
Hamilton County Express/Janus Developmental Services	Hamilton County and transfer points in Boone, Madison and Marion Counties	58,457 (Trip denials: 9,998)	Demand Response	M-F: 6A to 6P Sa: 7A to 3P	26 (All WC accessible)
RIDE Hancock/Hancock Senior Services	Hancock County, with service to medical facilities in Marion, Hamilton, Madison, Henry, and Shelby Counties	17,651	Demand Response	M-F: 7A to 5P	13 (All WC accessible)
HendricksGO!/Hendricks County Senior Services	Hendricks County, occasional trips to west side of Indianapolis and Putnam County	1,163	Demand Response	M-F: 6A to 6P	1 (WC Accessible)
IndyGo – Fixed Route and Bus Rapid Transit	Marion County	5,561,899 (Fixed Route) 1,402,365 (Bus Rapid Transit)	Fixed Route and Bus Rapid Transit	M-F: 4:30A to 1A Sa: 5:45A to 1A Su: 6:15 AM - 10 PM	215 (All WC accessible)
IndyGo – Access	Marion County	169,024	Demand Response	M-F: 4:30A to 1A Sa: 5:45A to 1A Su: 6:15 AM - 10 PM	78 (74 WC accessible)
John H. Boner Neighborhood Centers	Near east side of Indianapolis	1,720	Demand Response	M-F: 8A to 5P and after-hours if arranged	5 (2 WC Accessible)
Johnson County Senior Services	Johnson County and southern Marion	Not reported	Demand Response	Not reported	Not reported

Program/Agency Name	Service Area	One-Way Passenger Trips, 2024	Mode(s) of Service	Days & Hours of Service	Number of Vehicles
	County as far north as Southport Road				
LINK Hendricks County and Morgan County CONNECT/Hendricks County Senior Services & Sycamore Services	Hendricks and Morgan Counties	48,631 (2024 trip denials: 410)	Demand Response	M-F: 6A to 6P (Morgan County CONNECT is 8A to 5P)	31 (30 WC accessible)
Midtown Get Around/MLK Center	Crown Hill, Butler Tarkington, Mapleton Fall-Creek and Meridian Kessler neighborhoods of Indianapolis	Not reported	Demand Response	M-F 7A to 5P	Not reported
Noble Inc.	Boone, Hamilton, Hancock, Hendricks, Johnson, Marion, Morgan, Shelby and Wayne Counties	17,317	Demand Response	24/7	25 (15 WC Accessible)
PrimeLife Enrichment	Hamilton County, medical facilities close to Hamilton County line, and Indianapolis VA Hospital	10,544	Demand Response	M-F: 8A to 3:30P	9 (8 WC Accessible)
Richard L. Roudebush VA Medical Center	Central Indiana (middle third of Indiana)	85,000	Demand Response	24/7	N/A (VA uses contracted on-demand services)
Shares, Inc.	Shelby and Rush Counties	Not Reported	Demand Response	Not Reported	Not Reported
ShelbyGo/Shelby Senior Services	Shelby County	9,705	Demand Response	M-F: 8A to 4:30P	8 (All WC Accessible)

Program/Agency Name	Service Area	One-Way Passenger Trips, 2024	Mode(s) of Service	Days & Hours of Service	Number of Vehicles
Tangram	Indianapolis, Greenfield, Greenwood, Fishers, Lafayette	7,359	Demand Response	24/7	18 (15 WC accessible)
Use What You've Got Prison Ministry	Statewide	160	Demand Response	Tue: 10A to 7P Wed: 8A to 7P Thu: 9A to 7P Fri: 8A to 8P	2 (All WC Accessible)

Budget Information

Transportation-related expenses and revenues vary by organization. Table D.3 provides a summary of transportation operations expenses for public and non-profit transportation programs. Revenue source is information is for major sources and may not be exhaustive. PMTF refers to the State of Indiana Public Mass Transportation Fund.

Table D.3: Transportation-Related Expenses and Revenue

Program/Agency Name	Fare/Donation Structure	Revenue Sources	2024 Operating Expenses
A Caring Place/Catholic Charities Indianapolis	Not applicable	Medicaid, VA, Private Pay, Catholic Charities, Grants	Not Reported
Access Johnson County/Gateway Services)	Flexible Fixed Route: $1-$2 Demand Response: $4-$6	FTA Section 5307, PMTF, Cities/Towns, Johnson County, Medicaid Waiver, United Way, Fares	$742,046
Boone Area Transit Service/Boone County Senior Services)	$4/boarding within city or $6 outside of the city. Age 60+ suggested donation of $5/unlimited stops in city limits; $10/unlimited stops within the county. Out-of-county age 60+ - either $15 or $20 for round trip depending on origination point. Public	FTA Section 5311, PMTF, Boone County, Fundraising, Donations, Grants, Fares	$748,889

Program/Agency Name	Fare/Donation Structure	Revenue Sources	2024 Operating Expenses
	Special fee for school runs of $2/boarding. No charge for lunches at BCSSI, food pantries, vaccines.		
Bosma Industries for the Blind	Not applicable	FTA Section 5310, United Way of Central Indiana	Not Reported
Central Indiana Regional Transportation Authority (CIRTA)	Workforce Connector: $1.00 Vanpools: Monthly per-person cost of $91.67-$210.71 + sales tax; CIRTA subsidizes this cost at $50 per person	FTA Section 5307, Congestion Mitigation Air Quality (CMAQ) grant, Economic Improvement Districts, American Rescue Plan Act, PMTF, Fares	$814,081 (Fixed Route and Vanpool Services)
CICOA Aging & In-Home Solutions	My Freedom Program: Clients pay 25% of the cost of a round trip provided through a contracted provider; costs vary by pickup location Essential Needs Program: $10 per round trip Shuttle Program: Offered at established senior apartment complexes or contracted for special events	Older Americans Act Title III-B, FTA Section 5307, SSBG, PACE, Medicaid, Project Income	$1,153,569
Driven2Success/Pathway Learning Center	$2 per trip	Not reported	Not reported
Eskenazi Health	Not applicable	Eskenazi Health and FTA Section 5310	$239,549
Hamilton County Express/Janus Developmental Services	$3 per trip	FTA Section 5307, PMTF, Hamilton County, Medicaid Waiver, Fares	$2,413,316
RIDE Hancock/Hancock Senior Services	$4 per stop; Age 60+ trips are donation only to essential destinations such as medical appointments and grocery visits; Premium fares for out-of-county trips	FTA Section 5307, Older Americans Act Title III-B, Local Government, Donations, Medicaid, Fares	$640,262

Program/Agency Name	Fare/Donation Structure	Revenue Sources	2024 Operating Expenses
HendricksGO!/Hendricks County Senior Services	$5 per round trip or $20 per month	Hendricks Regional Health general operating fund and HRH Foundation	Not reported
IndyGo – Fixed Route and Bus Rapid Transit	$1.75 base fare/$0.85 half fare; $4 daily fare capping	Various FTA grants, PMTF, Marion County income and property taxes, Fares, Advertising	$113,625,708
IndyGo – Access	$3.50 per trip	Various FTA grants, PMTF, Marion County income and property taxes, Fares, Advertising	$20,354,956
John H. Boner Neighborhood Centers	Program participants do not pay	CICF Senior Fund, Lilly Endowment Operating Grant, Contracts	$100,515.17
Johnson County Senior Services	Free	Not Reported	Not Reported
LINK Hendricks County and Morgan County CONNECT/Hendricks County Senior Services & Sycamore Services	Hendricks: $3 in-town /$4 in-county; Morgan: $4 in-town/$5 in-county Suggested donation for older adults	FTA Sections 5311 and 5307, Medicaid Waiver, Private Donations, Fares	$1,214,291
Midtown Get Around/MLK Center	$2 suggested donation	Not Reported	Not Reported
Noble Inc.	Not applicable	Medicaid Waiver, United Way, Grants, Fundraising	$119,000 (does not include labor)
PrimeLife Enrichment	Age 50-60: $10 per round trip Age 60+: Suggested donation of $10 per round trip; trips more than 8 miles from client's home require $10 per round trip	Not Reported	Not Reported
Richard L. Roudebush VA Medical Center	No cost for eligible veterans	U.S. Department of Veterans Affairs	Not Reported
Shares, Inc.	Not applicable	Not Reported	Not Reported

Program/Agency Name	Fare/Donation Structure	Revenue Sources	2024 Operating Expenses
ShelbyGo/Shelby Senior Services	$4 within Shelbyville; outside a 4-mile radius from downtown $7 per boarding; Suggested donation for older adults	FTA Section 5311, Older Americans Act Title III-B, Shelby County, City of Shelbyville, Donations, Fares	$381,329
Tangram	Not applicable	Medicaid Waiver, United Way, Grants, Fundraising	$95,700
Use What You've Got Prison Ministry	Not reported	Grants and fundraising	$100,000

Private, For-Profit Providers

Table D.4 lists private, for-profit providers and brokers of transportation in Central Indiana. Four taxi companies participate in the Indianapolis Business & Neighborhood Services' $5 Regional Fare program; information is provided following the table.

*Table D.4: Private, For-Profit Providers*

Provider	Source	Provider	Source
A+ Taxi	City of Indianapolis Taxi License List	Yellow Cab	City of Indianapolis Taxi License List
AAA Ambassador	City of Indianapolis Taxi License List	zTrip	City of Indianapolis Taxi License List
AAA Hoosier	City of Indianapolis Taxi License List	Ope! Need A Taxi	Yelp (provides service in Boone County)
A Best Taxi	City of Indianapolis Taxi License List	Uber	www.uber.com
Airport Express	City of Indianapolis Taxi License List	Lyft	www.lyft.com
Airport Taxi	City of Indianapolis Taxi License List	GoGoGrandparent (Broker)	www.gogograndparent.com
A-Star Taxi	City of Indianapolis Taxi License List	Verida (Broker)	verida.com/indiana-providers-2
Atlas Taxi	City of Indianapolis Taxi License List	WellTrans (Broker)	www.welltransnemt.com
Awsome Taxi	City of Indianapolis Taxi License List	LCP (Broker)	www.lcptransportation.com
Baba Cab	City of Indianapolis Taxi License List		
Checker Cab	City of Indianapolis Taxi License List		
Crown Cab	City of Indianapolis Taxi License List		
Eagle Plus Cab	City of Indianapolis Taxi License List		

Provider	Source	Provider	Source
Green Cab	City of Indianapolis Taxi License List		
Indy Taxi	City of Indianapolis Taxi License List		
Millenium Taxi	City of Indianapolis Taxi License List		
Relax Cab	City of Indianapolis Taxi License List		
Simon Taxi	City of Indianapolis Taxi License List		

Taxi Companies Participating in the $5 Regional Fare

All of the taxi companies listed in the table below have elected to enter into the City's $5 regional fare. The $5 rate applies to any ride that begins and ends in the regional center. Any additional passenger charges are still applicable. The regional center for taxis contains the area lying east of the White River, South of 12th Street, west of I-65, and north of I-70. The map below shows these boundaries. If one cab from a particular company has decided to charge this fare all that company's cabs must honor this fee arrangement. All companies not listed in the table have not opted in and will use the taxi meter to assess the charge for a ride regardless of starting or ending location.
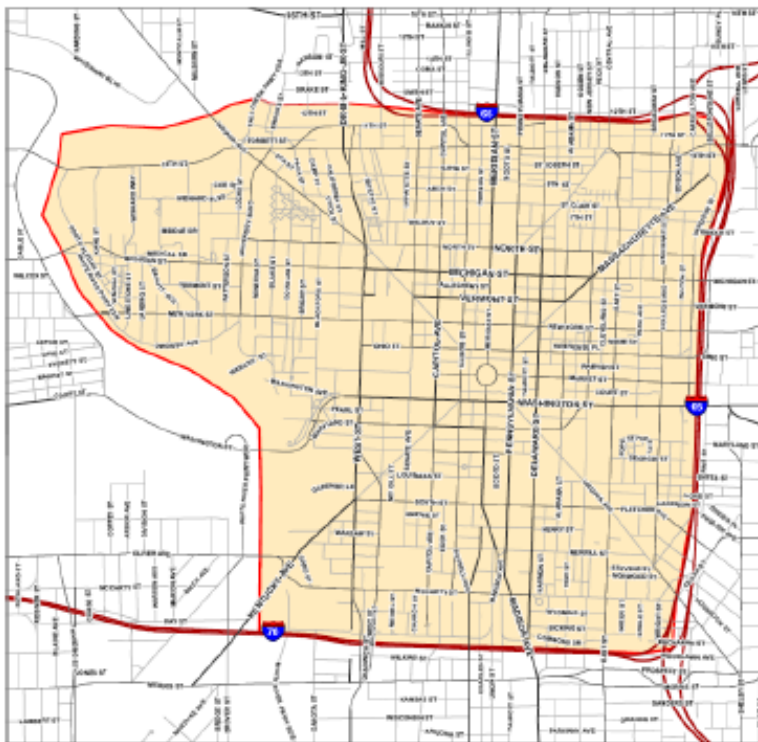
Taxi Company
A & T Cab - 897-2122
AAA Hoosier - 683-3333
Airport Express - 701-5933
Green Cab - 298-9999
Simon Taxi - 414-8887

Map of Downtown Indianapolis Regional Center for Taxi Fares

THE CITY OF
INDIANAPOLIS

Central Indiana Coordinated Public Transit-Human Services Transportation Plan

Public Transit Provider Questionnaire

Part 1: Provider Inventory Information
This information will be published in the Provider Inventory within the Coordinated Plan (excluding your name and email address).

1. Contact Information

   Name:
   Organization:
   Address:
   City/town:
   ZIP:
   Email address:
   Organization website:

2. Type of organization?

   ☐ 501c3 nonprofit
   ☐ Governmental organization
   ☐ For-profit company

3. Which services does your agency provide (please check all that apply)?

   ☐ Fixed route
   ☐ Flexible fixed route
   ☐ Demand-response
   ☐ Paratransit

4. What kinds of fare payment do you currently accept?

   ☐ Cash
   ☐ Physical bus pass
   ☐ Electronic payment through an online portal or app
   ☐ Credit card payment over the phone or on the vehicle
   ☐ Direct bill the passenger fare **(not a higher amount)** to a third party
   ☐ Other (please specify)

5. For which programs/agencies do you provide service through contracts?

   ☐ Medicaid Waiver
   ☐ Medicaid Non-Emergency Transportation
   ☐ Nursing home/assisted living
   ☐ Preschool or childcare
   ☐ Other (please specify)

6. What geographic area does your transportation program serve? (e.g., a county (specify), a city (specify), the entire Indianapolis region, etc.)

7. What are your transportation program's days and hours of service (list hours next to each day)?
☐ Monday:
☐ Tuesday:
☐ Wednesday:
☐ Thursday:
☐ Friday:
☐ Saturday:
☐ Sunday:

8. How do clients/customers schedule trips?

9. What software do you use for scheduling and dispatching (if any)?

10. How many one-way passenger trips did you provide in 2024?

11. Is ridership going up, down, or staying about the same in 2025?
☐ Going up
☐ Going down
☐ Staying the same

    Comments:

12. How many trips did you deny (turn down) in 2024?

13. Are denials going up, down, or staying about the same in 2025?
☐ Going up
☐ Going down
☐ Staying the same

    Comments:

14. How many no-shows are you experiencing on a monthly basis?

15. How many trips are provided across county lines on a monthly basis?

16. How many one-way passenger trips involve transferring clients/customers to/from another provider on a monthly basis?

17. What percentage of your clients/customers need a vehicle with a lift or ramp?
☐ 1–25%
☐ 25–50%
☐ 50–75%
☐ 75–100%
☐ None
☐ Other (please specify):

Public Provider 2

18. How many vehicles does your agency have in its fleet?

19. How many wheelchair-accessible vehicles are in the fleet?

20. What was the amount of your transportation program's total operating costs in 2024?

21. What were the sources of funding for your transportation program in 2024?

22. What is your estimated per one-way trip cost for transportation?

23. How many clients/customers (unduplicated) does your transportation program serve in a year?

Part 2: Provider Feedback Questions
Your responses will help inform the development of goals and strategies, but will not be published in the Coordinated Plan.

24. What do you feel are the strengths of Central Indiana's existing transportation network of services in terms of meeting the needs of older adults, people with disabilities and people with low incomes? What is working well?

25. What is not working well?

26. What are the most important unmet transportation needs for individuals throughout Central Indiana that are currently riding **public transit**?

27. What are the most important unmet transportation needs for individuals throughout Central Indiana that are currently using **human services or senior services transportation**?

28. How do you define coordination and what does successful coordination look like from your perspective?

29. What are the most common questions or misconceptions you hear from clients or partners regarding transportation or transportation coordination?

30. In what areas should Central Indiana focus on improving coordination?

31. What organizations should pursue Section 5310 funds for transportation for seniors and individuals with disabilities that currently may not participate in the program?

32. Currently IndyGo makes 5310 funding available for vehicles, equipment, mobility management, and new operations. What kinds of projects would you like to see made eligible for 5310 funding?

Central Indiana Coordinated Public Transit-Human Services Transportation Plan

Social Services Provider Questionnaire

Part 1: Provider Inventory Information
This information will be published in the Provider Inventory within the Coordinated Plan (excluding your name and email address).

1. Contact Information

   Name:
   Organization:
   Address:
   City/town:
   ZIP:
   Email address:
   Organization website:

2. Type of organization?

   ☐ 501c3 nonprofit
   ☐ Governmental organization
   ☐ For-profit company

3. What transportation services does your organization offer (check all that apply)?

   ☐ Call ahead scheduled service open to the general public
   ☐ Call ahead scheduled service to clients that meet eligibility requirements
   ☐ Taxi vouchers
   ☐ Uber/Lyft vouchers
   ☐ Transportation provided to people with disabilities or older adults through a Medicaid waiver
   ☐ Medicaid non-emergency transportation
   ☐ Shuttle service with fixed stop locations and times
   ☐ Service under contract to other organization(s)
   ☐ Other (please specify)

4. Which additional services does your agency provide (please check all that apply)?

   ☐ Adult day care
   ☐ Job placement
   ☐ Senior center
   ☐ Child day care
   ☐ Supported employment
   ☐ Chore services
   ☐ Medical/dental

   ☐ Volunteer opportunities
   ☐ Congregate nutrition
   ☐ Mental health
   ☐ Public assistance/Food stamps
   ☐ Counseling
   ☐ Recreational/social

   ☐ Education/training
   ☐ Rehabilitation
   ☐ Head Start
   ☐ Religious
   ☐ Home-delivered meals
   ☐ Residential care
   ☐ Other (please specify)

SS Provider 1

5. How are your program's rides funded? (Check all that apply)

☐ Direct payment by the client (private pay)
☐ Medicaid Non-Emergency Transportation
☐ Medicaid Waiver
☐ Veteran's Affairs
☐ Grants/fundraising (United Way, foundations, grants, etc.)
☐ Clients' health insurance (non-Medicaid)
☐ Other (please specify): _____

6. What geographic area does your transportation program serve? (e.g., a county (specify), a city (specify), the entire Indianapolis region, etc.)

7. What are your transportation program's days and hours of service (list hours next to each day)?
☐ Monday:
☐ Tuesday:
☐ Wednesday:
☐ Thursday:
☐ Friday:
☐ Saturday:
☐ Sunday:

8. How do clients/customers schedule trips?

9. What software do you use for scheduling and dispatching (if any)?

10. How many one-way passenger trips did you provide in 2024?

11. Is ridership going up, down, or staying about the same in 2025?
☐ Going up
☐ Going down
☐ Staying the same

    Comments:

12. How many trips did you deny (turn down) in 2024?

13. Are denials going up, down, or staying about the same in 2025?
☐ Going up
☐ Going down
☐ Staying the same

    Comments:

14. How many no-shows are you experiencing on a monthly basis?

15. How many trips are provided across county lines on a monthly basis?

SS Provider 2

16. How many one-way passenger trips involve transferring clients/customers to/from another provider on a monthly basis?

17. What percentage of your **clients/customers** need a vehicle with a lift or ramp?
☐ 1–25%
☐ 25–50%
☐ 50–75%
☐ 75–100%
☐ None
☐ Other (please specify):

18. How many vehicles does your agency have in its fleet?

19. How many wheelchair-accessible vehicles are in the fleet?

20. What was the amount of your transportation program's total operating costs in 2024?

21. What were the sources of funding for your transportation program in 2024?

22. What is your estimated per one-way trip cost for transportation?

23. How many clients/customers (unduplicated) does your transportation program serve in a year?

24. Does your agency have eligibility requirements for transportation?
☐ Yes
☐ No

25. If YES to the previous question, please describe the eligibility requirement:
☐ Age (please specify):
☐ Disability please specify):
☐ Income (please specify):
☐ Other please specify):

Part 2: Provider Feedback Questions
Your responses will help inform the development of goals and strategies, but will not be published in the Coordinated Plan.

26. What plans does your agency have during the next five years to expand (or reduce) programs or services (overall, not just transportation)? What impacts will these changes have on your client transportation needs?

27. What do you feel are the strengths of Central Indiana's existing transportation network of services in terms of meeting the needs of older adults, people with disabilities and people with low incomes? What is working well?

28. What is not working well?

29. What are the most important unmet transportation needs for individuals throughout Central Indiana that are currently **riding public transit**?

SS Provider 3

30. What are the most important unmet transportation needs for individuals throughout Central Indiana that are currently using **human services or senior services transportation**?

31. Do you coordinate with other providers to provide service?

32. How do you define coordination and what does successful coordination look like from your perspective?

33. In what areas should Central Indiana focus on improving coordination?

34. What organizations should pursue Section 5310 funds for transportation for seniors and individuals with disabilities that currently may not participate in the program?

35. Currently IndyGo makes 5310 funding available for vehicles, equipment, mobility management, and new operations. What kinds of projects would you like to see made eligible for 5310 funding?

Memo

To: **IMPO Transportation Committees**

From: Danielle Frey, Indianapolis MPO

Date: September 22, 2025

Re: Public Involvement Plan Update

Every four years the Public Involvement Plan (PIP) is reviewed for updates. The PIP outlines requirements and recommendations for public engagement for core documents such as the Metropolitan Transportation Plan, the Transportation Improvement Plan, and the Public Involvement Plan, and other planning work.

Updates

Changes since the last PIP update include:
- Host pre-hearings
- Align comment periods for the MTP and TIP amendments to 10 days
- Update the data for the Language Access Plan
- Name only the Indy Star as paper of record
- Update the POP statement

Engagement

The update process was guided by a steering committee that met three times over the course of the plan update. The plan and public participation process was also discussed at the IMPO pilot public engagement recurring focus group, SERVE. The SERVE Committee took a deep dive into the public participation process, and ideas form that discussion and the three steering committee meetings were incorporated into the plan.

The Public Involvement Plan draft review and comment period was held August 22, 2025 – October 6, 2025 and was advertised on social media, the teMPO newsletter, and posted legal notices in the Indianapolis Recorder and Indy Star.

Two virtual pre-public hearings were held on October 13 for anyone unable to attend the public hearing on October 15.

If you have any questions, contact me at danielle.frey@indympo.gov.

A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING THE IMPO PUBLIC INVOLEVEMENT PLAN

Resolution Number 25-IMPO-016

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 Public Involvement Plan (PIP) is a guidance document for all public participation procedures; and

WHEREAS, the Congress of the United States has enacted certain legislation (23 CFR 450.316 - Interested parties, participation, and consultation) that requires development of a Public Involvement Plan by all Metropolitan Planning Organizations;

WHEREAS, the Public Involvement Plan has been posted for public review and comment for at least the required minimum 45-day comment period and resulting comment has been incorporated into the Public Involvement Plan and presented to the Transportation Policy Committee ("Policy Committee"); and

WHEREAS, a public hearing was held on October 15, 2025, for comment on the Public Involvement Plan; and

WHEREAS, the IMPO 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 Policy Committee of the IMPO as follows:

SECTION 1: That the Public Involvement Plan is approved as presented, or as amended as part of this resolution's motion, on October 15, 2025.

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.

<div align="center">* * * * *</div>

      PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization by a vote of _____ ayes and _____ nays this 15th day of October 2025.

_____
Chair, Indianapolis MPO Transportation Policy Committee

_____
Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

0141736.0718524 4845-1899-6668v1

2025
Public Involvement Plan

Approved
__, 2025 by the Indianapolis MPO
Transportation Policy Committee

Prepared in Cooperation with
State of Indiana
Indiana Department of Transportation
Federal Highway Administration

DRAFT: MAY 29, 2025

Indianapolis Metropolitan Planning Organization
200 E. Washington Street, Suite 2322
Indianapolis, IN 46204-2526
(317) 327-8601 | www.indympo.gov

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Glossary **of Terms**

CENTRAL INDIANA REGIONAL TRANSPORTATION AUTHORITY (CIRTA)
A regional governmental organization to expand and improve mass transit in the region.

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
An agency of the U.S. Department of Transportation with jurisdiction over highways and roadways.

FEDERAL TRANSIT ADMINISTRATION (FTA)
An agency of the U.S. Department of Transportation with jurisdiction over transit.

INDOT
Indiana Department of Transportation

LANGUAGE ACCESS PLAN (LAP)
Plan outlining how the IMPO will provide language interpretation and translation of important documents.

LIMITED ENGLISH PROFICIENCY (LEP)
LEP persons are individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand the English language

LOCAL PUBLIC AGENCY (LPA)
Such as city, town, county, or transit agency

METROPOLITAN PLANNING AREA (MPA)
The geographic area in which the metropolitan transportation planning process as required by 23 USC 134 and section 8 of the Federal Transit Act must be carried out. The urbanized area Includes the current urbanized area and the area expected to be urban in 20 years.

METROPOLITAN PLANNING ORGANIZATION (MPO)
A Metropolitan Planning Organization (MPO) is an agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000.

METROPOLITAN STATISTICAL AREA (MSA)
A Core Based Statistical Area is associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.

METROPOLITAN TRANSPORTATION PLAN (MTP)
The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area. It is the guiding or foundational document for the future of the region including spending goals for different project

types, overall objectives, and a list of projects approved for construction that will impact air quality.

METROPOLITAN INDIANAPOLIS TRANSPORTATION IMPROVEMENT PROGRAM (MITIP)
An online database that provides up-to-date project information.

PUBLIC INVOLVEMENT PLAN (PIP)
A documented participation plan, as required by 23 CFR 450.316 of the Code of Federal Regulations, that defines a process for providing individuals, units of government, transportation partners, representatives for active transportation, people with disabilities, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
A staged, prioritized, multi-year intermodal program of transportation projects, prepared in each metropolitan area, which is consistent with that area's metropolitan transportation plan. Each metropolitan TIP is incorporated in its entirety into the STIP.

TIP AMENDMENT
Formal amendments are significant changes to the TIP that require an opportunity for public review and comment and require approval by the IMPO's Transportation Policy Committee at a public hearing. This often includes adding new projects, deleting projects, or significant cost changes.

TIP MODIFICATION
Modifications are minor changes to projects or the TIP that do not require the IMPO's Transportation Policy Committee's approval or public review. These include but are not limited to general editorial corrections; changes to projects that do not involve a significant change in the use of IMPO funds such as minor cost increases, moving fiscal years within the active years of the current TIP, minor scope changes that do not change the overall project impact or transportation conformity.

Transportation Policy Committee - An IMPO committee of elected officials and town managers who vote to approve all federally required IMPO transportation actions.

TRANSPORTATION TECHNICAL COMMITTEE
An IMPO committee of planners and engineers who provide expertise on proposed transportation policies and plans.

USDOT
United States Department of Transportation

URBANIZED AREA
A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.

Table of **Contents**

Introduction

Every Urbanized Area with a population of 50,000 or more (as defined by the US Census Bureau) is required by federal regulations to have a designated metropolitan planning organization. The Indianapolis Metropolitan Planning Organization (IMPO) serves 1,500 square miles of Central Indiana and approximately 1.74M people. The Metropolitan Planning Area map shows the IMPO's coverage area.

The IMPO and the Transportation Policy Committee (TPC) create transportation plans, establish regional policies, provide guidance documents, and conduct a competitive federal grant program that helps fund many of Central Indiana's largest transportation projects including transit, active transportation, and roadway improvements.

The IMPO has developed this Public Involvement Plan (PIP) to ensure all segments of the public have an opportunity to be involved in regional transportation planning and programming at all stages of the processes. Specifically, as the federal guidance specifies, the following groups must be given an opportunity to be engaged in these processes:

- individuals
- affected public agencies
- representatives of public transportation employees
- public ports
- freight shippers
- providers of freight transportation services
- private providers of transportation(including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program)
- representatives of users of public transportation
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disability community
- other interested parties

This PIP is used by the IMPO to ensure early and continuing public involvement as part of its planning and programming processes. It also ensures that the public has access to adequate and timely public notice of public participation activities, time for public review and comment at key decision points, a reasonable opportunity to comment on the IMPO's products, and reasonable access to information about transportation issues and processes.

This PIP establishes a minimum threshold for public involvement for IMPO directed planning. In practice, the IMPO often goes above and beyond these minimum requirements.

The IMPO's planning and programing products include:

- the **Public Involvement Plan (PIP)** – refer to page 11 for information on plan update and input
- the **Metropolitan Transportation Plan (MTP)** – refer to page 11 for information on plan development and input
- the **Indianapolis Regional Transportation Improvement Program (IRTIP)** – refer to page 12 for information on program development and input
- other transportation planning products such as regional freight network planning, pedestrian and bikeways planning, transit route and transit-oriented development planning, etc.

The Planning Process
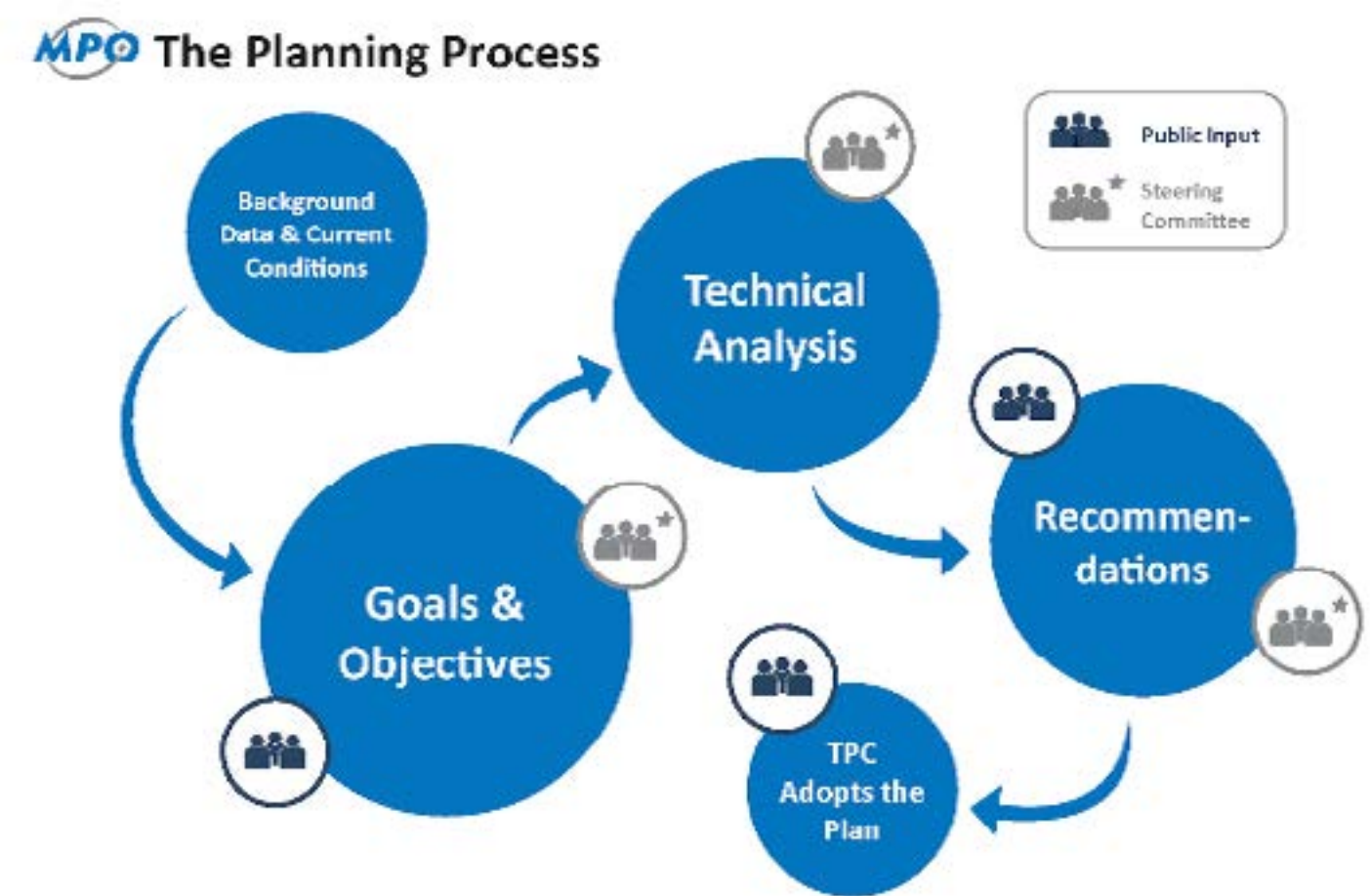
The IMPO creates plans and policies for transportation at the regional level. These plans and policies generally build on the plans created by Central Indiana's local communities, but also consider the benefits and impacts of transportation improvements at the regional level. These plans include the IMPO's Metropolitan Transportation Plan, the Regional Active Transportation Plan, the Central Indiana Transit Plan, and others. The IMPO's planning process generally consist of:

- Gathering background information to get a feel for the current conditions of an area and to see how it's changed over time
- Getting public input and feedback on goals and objectives for the project and the project's outcomes
- Technical analysis that helps to form the plan's recommendations
- Public input and feedback on the plan's recommendations
- Adoption of the plan by the Transportation Policy Committee during a public hearing

Most planning work at the IMPO also involves a steering committee for each project. These are residents and people from various agencies and organizations in the affected communities, who help guide the project's goals and recommendations.

The Programming Process
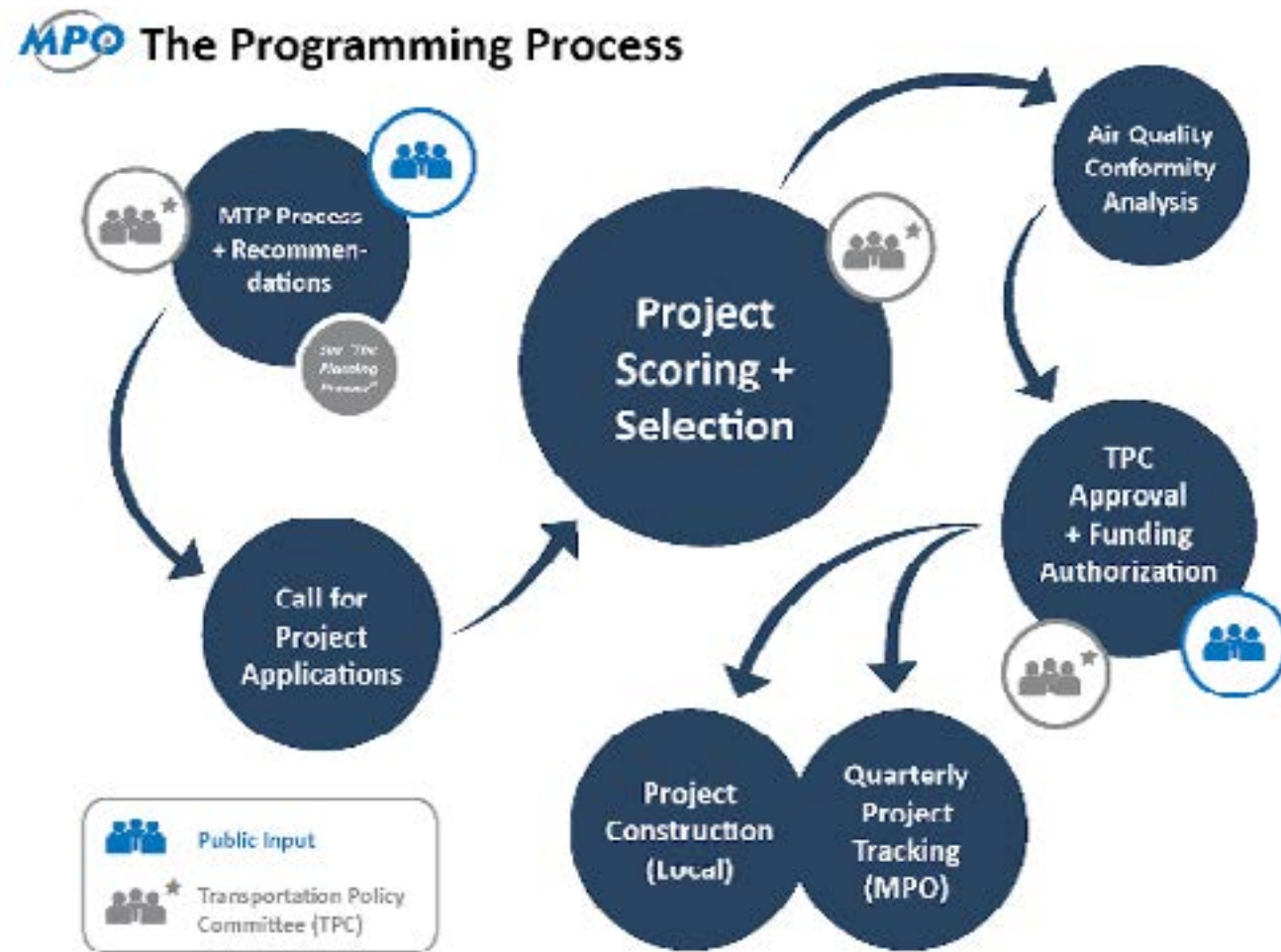
The Indianapolis MPO receives an annual allocation of federal funds and operates a program to select which projects to fund with federal money. Using existing plans, direction from the TPC, and public input, the IMPO helps fund the projects that provide Central Indiana with the highest regional transportation benefit. The MPO's programming process generally consists of:

- **Creating Scorecards**. We use best practices, federal guidelines, and TPC input to determine the best selection criteria for each funding category.
- **Issuing a Call for Projects.** We announce a call for projects to TPC members, provide an outline of money available for the funding call, and a deadline.
- **Reviewing submitted projects.** Towns, cities, and counties all submit projects for funding; they self-score their projects. We double-check the scoring and rank/recommend projects based on their score.
- **Asking for Public Comment.** The TPC and public provide input on the list of recommended projects.[1]
- **Seeking Approval.** We put a final list together and submit to the TPC for final approval.
- **Tracking Projects.** Every project is tracked to ensure the project meets its deadlines and will be able to spend its allocated money. Check out MiTIP for the current list of projects.

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[1] It is worth noting that this should not be the first opportunity for public input. Before the local communities (TPC Members) submit applications to the MPO's Call for Projects, the project in question should have been included as part of a community's thoroughfare plan, comprehensive plan, capital improvement program, or other publicly vetted, approved community plan.

Goals of the PIP

The Public Involvement Plan is intended to provide all interested parties, including local public agencies and planning partners, with information on how the IMPO actively engages the public in the transportation planning and programming processes. An effective public involvement plan requires IMPO staff to both provide information to and gather information from the public. This exchange should occur for all IMPO plans and programming activities, including special planning projects.

Goals for planning and programming processes are to:

- Obtain understanding of transportation needs through public engagement.
- Engage the public in transportation decision-making early and often.
- Provide to the public reasonable access at key decision points during the development of IMPO plans and programs.
- Ensure full and fair participation in the transportation decision making process.
- Provide timely and adequate notice to the public about meetings and plans.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, who may also face challenges accessing employment and other services, including:
    - Low-income (households below the poverty line)
    - Underrepresented populations (population reporting a race and ethnicity other than White, Non-Hispanic)
    - Limited-English proficiency (households reporting low English proficiency for all members over age 14)
    - Senior population (population age 65 or over)
    - Zero-car households (occupied housing units with no vehicle available)
    - Persons with disabilities (population aged 16-64 reporting a disability)
    - Low educational attainment (population over age 25 with no high school diploma or GED)
- Seek out and consider the needs of those who are geographically nearest to the project and therefore a higher potential for direct impact from the project.

All IMPO plans and processes will track the type and amount of public involvement methods used, and feedback received.

Public Involvement Procedures

The following are some of the procedures and techniques that the IMPO uses for gathering public input.

Scheduling and Noticing Procedures
The IMPO develops and updates its planning and programming documents on a regular basis. There are various minimum public input and public noticing periods based on the type of planning document. The table in Appendix A summarizes the minimum input and noticing periods for the IMPO's planning and programming core products (MTP, TIP, PIP). Other projects also often issue public notices on schedules specific to the project.

IMPO Committee Meetings
Core products of the IMPO (like the MTP, TIP, PIP) as well as other significant regional planning products, will be reviewed and approved by the TPC. This board includes representatives of all counties and municipalities in Central Indiana's Metropolitan Planning Area (MPA), who are dues-paying members of the IMPO in good standing. The public may submit comments about IMPO products that impact or affect their local jurisdiction to their TPC representative, or directly to IMPO staff. A current list of TPC members can be found at https://www.indympo.gov/about-us/mpo-leadership-committees/members.

Open Meetings

Notifications, cancellations, and any special announcements for regular meetings conducted by the IMPO (such as meetings of the TPC, TTC, and Executive Committee) will be listed on the IMPO website, the IMPO's social media pages, at the IMPO office, and an email will be sent to subscribers of the IMPO's teMPO newsletter. All meetings posted on the IMPO website are open for the public to attend. Transportation Committee meetings are live streamed on YouTube. Exceptions to this policy are only permitted as allowed by the Open Door Law (IC 5-14-1.5 – Appendix D).

Meeting Accessibility

The transportation needs and opinions of persons with disabilities shall be included in the transportation planning process. The planning process will be made accessible to such persons by ensuring that all public meetings are held at convenient and accessible locations and times. When possible, public meetings are held at facilities accessible by transit. All in-person, pre-scheduled TPC, TTC, and Executive Committee meetings will be accessible by transit.

The IMPO may choose, as fitting a project, situation, or request, to hold meetings, presentations, and other engagement opportunities online, by phone, or in-person, or a combination of the three. Meeting information and access details will be shared with the appropriate meeting audience. If the engagement opportunity is for the general public, information will be shared at minimum in the teMPO newsletter, social media accounts, and at https://www.indympo.gov.

Individuals needing special accommodations to participate in meetings beyond those advertised or individuals with limited English proficiency should contact IMPO staff at least three (3) working days prior to the scheduled meeting in order to accommodate their needs. Please call 317-327-8601 to notify IMPO staff. Individuals can also contact Relay Indiana for special accommodations (dial 711 or email info@relayindiana.com).

Coordination with Statewide Transportation Planning

The Indianapolis MPO consistently engages the Indiana Department of Transportation (INDOT) in its planning processes. As part of this coordination effort, IMPO staff reaches out to INDOT for participation in planning processes and updates on INDOT plans and programs. INDOT is apprised of IMPO activities through participation on the Transportation Technical and Policy Committees. INDOT is a voting member of the Transportation Technical and Policy Committees.

Methods of Public Outreach & Advertisement

Public outreach is essential to the planning and transportation programming process. A variety of engagement techniques and tools should be used to ensure transparency and increase opportunities for the public to participate. All IMPO plans and processes will track the type and amount of public involvement methods used, and feedback received. The IMPO has developed an Engagement Toolkit with different options of outreach methods and advertising. What follows are some of the best practice techniques for generating meaningful public input into planning and transportation programming processes:

Public Hearings

Federal law requires the provision of public hearings for the creation of and amendments to specific IMPO documents. These public hearings provide the general public and other interested parties with an opportunity to have their position heard. Public hearing procedures will be in accordance with Appendix B of this Public Involvement Plan.

Public Pre-Hearings

To accommodate individuals who may be unable to attend the official public hearing during the Transportation Policy Committee meeting, two virtual Pre-Hearings will be held prior to the official public hearing. Individuals will be able to ask questions or provide comments on agenda items, and may issue a statement to be read into the record during the official public hearing.

Advanced Comments

To accommodate individuals who may be unable to attend the official public hearing during the Transportation Policy Committee meeting, a form is provided on the website that allows individuals to submit a statement to be read into the record during the official public hearing.

Public Notices

Public notices, issued to major news publications, will be issued for meetings or documents available for public com-

ment in accordance with the minimum advertising periods as set forth in this Public Involvement Plan. (See Appendix A)

- The Indianapolis Star shall be the IMPO's Newspaper of Record. The IMPO will advertise in other publications as needed, on a case-by-case basis.
- For projects and services potentially affecting identified areas of concern with limited English proficiency, the IMPO will include information about requesting language services written in Spanish as well as in English.

The Indianapolis MPO Website

Advertisements for public hearings, public review periods, public forums, review draft availability, and other occurrences will be posted to the IMPO's website (http://www.indympo.gov/comment). Documents identified in the Language Access Plan will be posted to the Spanish language page on the IMPO webpage. Comments about any IMPO products can also be submitted to the IMPO by emailing info@indympo.gov. IMPO policies, procedures, and approved products can be found at:

https://www.indympo.gov/planning/project-library

https://www.indympo.gov/funding/irtip

https://www.indympo.gov/planning/mtp

https://www.indympo.gov/about-us/mpo-policies-procedures

Email Newsletter

The Indianapolis MPO utilizes its email newsletter, teMPO, to distribute news stories, public meeting notices, and other important information to its members and interested residents and agencies.

Social Media

The Indianapolis MPO social media pages share information on current planning activities and distribute news and information about our member agencies, many of whom have an active presence on social media.

- The IMPO, on a project-by-project basis, may decide to employ paid promotion for social media posts. Location data can be applied to promoted posts to ensure that people who live in certain areas (such as where a particular project or meeting is taking place) have the best chance at seeing the message via social media. Additional audience targeting can be made based on interests.
- When posting messages about documents available for public comment, it will be noted that, though the IMPO reads and considers all comments made on its social media posts, only comments that are submitted to the IMPO's social media accounts in direct messages will be part of the official public comment record for a product that is out for public review and feedback.

Visualization Techniques

Attempts will be made to employ visualization techniques to describe locations and/or design of proposed planning or construction projects. These may include the following formats: project location maps, photographs, narrative project descriptions, charts, illustrations, graphics, diagrams, and sketches. In particular, the Metropolitan Indianapolis Transportation Improvement Program (MiTIP) website (https://mitip.indympo.org) represents the current IRTIP. This website is immediately and automatically populated with updated information whenever a change is made. This website provides the user with the most up to date information available and provides project specific search capabilities.

Staff will continue to monitor and investigate developing technologies to improve the IMPO's visualization process.

Public Forums

Public forums are used to engage the public for specific planning activities. They may be in the form of advertised meetings or open houses, or may take place at regularly scheduled community meetings for neighborhoods, community development groups, or other interested / affected organizations. The intent of public forums is to disseminate and gather information in an informal setting. These forums may be conducted in a specific planning area for a location-based project, or may be spread throughout the region, depending on the geographic scale of the project.

Advisory Groups
As necessary for planning processes, the IMPO will use an advisory group (aka steering committee, stakeholder, etc.) to guide staff during key decision points and in forming recommendations. An advisory group would not replace public input but would provide an additional resource during the process. Advisory groups will include representatives key to the process (residents, employers, social welfare organizations, etc.).

Presentations
Presentations will be given by staff at appropriately scheduled public meetings or to organizations or agencies with specific interest in particular projects, either as preliminary outreach or as requested by the organizations. Whenever possible, the IMPO will plan to post online a recording of a given presentation so that those who cannot participate in person can stay informed and provide feedback via survey, email, phone, or mail.

Surveys
One helpful tool for gathering public input is surveys. Surveys can take many shapes, sizes, and methods of deployment: online, paper, by telephone, and in-person. The IMPO uses surveys to gather information from the public on specific planning activities and uses the information to inform the planning process. Another use is to survey the members of the TPC at key points in a planning process. Survey results are shared with the TPC and are considered integral parts of a successful planning process. When requested or as appropriate, a survey may be translated for people with limited English proficiency.

Street Teams
The IMPO may choose to hire or organize street teams on a project-by-project basis. These teams can visit well-trafficked establishments (such as grocery stores, salons, places of worship, community centers, public fairs/festivals, etc.) to share information about a current project or a public engagement opportunity.

Interested Citizens/Agencies
The IMPO uses its email newsletter, the teMPO, as the main form of communication with interested citizens and agencies. The IMPO uses the teMPO to disseminate information about transportation plans, policies, and activities. The IMPO strives to include organizations that represent low-income, minority, and other traditionally underserved populations as subscribers of the teMPO. Subscribers of the teMPO will be continually examined for inclusiveness and usefulness, and opportunities to subscribe to the email newsletter will be offered to all individuals who take an interest in participating in the IMPO's transportation planning and programming processes. Anyone who wishes to subscribe to the teMPO newsletter can sign up at https://www.indympo.gov/about-us/get-involved.

The IMPO attempts to ensure that teMPO subscribers include representatives of the following:

- Traffic agencies
- Private providers of transportation services
- Ridesharing agencies
- Parking agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Commuter rail operators
- Airport and port authorities
- Freight companies
- Railroad companies
- Environmental organizations
- Neighborhood associations
- Local Health Departments
- Other City, County, and Municipal departments

- Advocacy groups
- Interested citizens
- Public/Private/Parochial/Charter Schools
- Employers

- Organizations representing the interests of:
  - Older Adults
  - Minority populations
  - Transportation agency employees
  - Users of various modes of transportations
  - Persons with disabilities
  - Economically disadvantaged persons
  - Others underserved by the transportation system

Availability of Information
All documents seeking public comment will be posted the IMPO website at https://www.indympo.gov/comment and advertised via the teMPO email newsletter and social media. IMPO staff will make printed materials available to the public upon request. When appropriate, a charge may be levied for copies of publications. The charge will cover the cost of production

and, if applicable, the cost of mailing the materials. All such materials are available for viewing at the IMPO office at no cost.

Public Involvement Plan (PIP)

A minimum public comment period of forty-five (45) calendar days will be provided before an initial or revised PIP is adopted by the TPC. Meetings during which the TPC will consider adoption of a PIP will include a public hearing in accordance with Appendix B of this Public Involvement Plan. Copies of the approved PIP will be provided to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for informational purposes and will be posted to the IMPO's website. The IMPO will review the PIP generally every four years generally and initiate a process to amend the existing or adopt a new PIP as necessary.

Metropolitan Transportation Plan (MTP) Public Involvement

The MTP for the Indianapolis MPA serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the Indianapolis region through the plan's 30-year horizon. The MTP is the IMPO's primary transportation policy document. It establishes the purpose and need for major projects, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

The MTP must be fiscally constrained (activities are prioritized relative to realistic projections of available financial resources through at least the next 25 years); it identifies policies, strategies, and projects for the future; it focuses at the systems level, including roadways, transit, non-motorized transportation, and intermodal connections; it must be consistent with the statewide long-range transportation plan; and it must be reviewed and updated every four years.

Simply put, the MTP analyzes proposed transportation investments, specifically those that expand capacity, within the next 20+ years, considers the impact of these projects on regional travel patterns, and congestion, and assigns them a priority for funding.

New MTP
The development of a new MTP can take several months, if not longer, depending on the scope. Throughout the planning process, the public will be engaged at key stages of development.

Once the new MTP is in final draft form, a comment period of thirty (30) calendar days will be provided for public review, including the associated air quality conformity analyses. If the final draft MTP differs significantly from the version that was made available for public comment, a second public comment period of at least fifteen (15) calendar days will be held before final approval by the TPC.

MTP Amendments
Between the approval of each new MTP, there are occasions that require amending the MTP. This could be due to new planning requirements, new transportation conformity regulations, project schedule changes, or similar reasons. Amendments will be limited to twice yearly. A comment period of ten (10) calendar days will be provided for public review of any amendment to the MTP, including the associated transportation conformity analysis. Per guidance, the 10-day public review period for amendments and the 30-day review period for the Interagency Consultation Group may overlap.

Approval of the MTP
The TPC is the approval body of the Indianapolis MPO. The TPC reviews and approves new MTPs or MTP amendments at its regularly scheduled meetings only after 1) all reviewing agencies have reviewed the MTP and Transportation Conformity Analysis, 2) the public has reviewed and provided comments, and 3) the Transportation Technical Committee has reviewed and approved the document. The final document will be available on the IMPO's website. Meetings during which the TPC will consider adoption of a new MTP or MTP amendment will include a public hearing in accordance with Appendix B of this PIP.

MTP Public Comments
For every public input opportunity for the MTP, IMPO staff will provide specific instructions on how to provide public

comment. Copies of the draft new or amended MTP will be available in the IMPO's office and on the IMPO's website.

For a new MTP, flyers announcing the public review and comment period and the availability of the draft new MTP will be posted at selected public libraries and local government offices within the Indianapolis MPA.

Comment periods for both new and amended MTPs will be announced in the public notice section of the Indianapolis Star, on the IMPO's website, on IMPO social media accounts, and in the IMPO's email newsletter, the teMPO.

Those members of the public wishing to address comments to the TPC or any committee thereof will be given the opportunity to comment at the noticed public hearings.

All significant public comments, or a summary of similar comments, will be discussed with both the TTC and TPC prior to approval. When significant comments of a substantive nature are received during the designated comment period, they will be included in the appendix of the final document.

Transportation Improvement Program (TIP) Public Involvement

Among other tasks, the IMPO tracks and distributes funds through a program known as the Indianapolis Regional Transportation Improvement Program (IRTIP), or "TIP" for short. The TIP is a four-year plan for Central Indiana infrastructure. Depending on the type of project, the TIP tracks, schedules, and funds projects in Central Indiana based on regional priorities and cooperative input from communities throughout the area.

The current TIP outlines federal transportation investments in Central Indiana. It also includes projects deemed "regionally significant" for air quality during this period regardless of funding source as well as projects funded with any MPO-managed funds. The TIP is fiscally constrained, meaning it only includes projects with funding that is reasonably expected to be available.

Each year, the IMPO is allocated federal transportation funding from the Federal Highway Administration (FHWA) passed through the Indiana Department of Transportation (INDOT). This funding is distributed to local public agencies (typically cities, towns, counties, and transit organizations) by the IMPO to support transportation improvement projects (roads, bridges, trails, transit, etc.) in the IMPO's planning area. Working with local public agencies, the IMPO prioritizes, selects, and awards funding to projects that address needed transportation improvements.

Because project schedules and costs can change over time, the TIP is updated regularly. Significant changes require a formal TIP amendment, which occurs up to six times a year. Minor changes to existing projects can be approved administratively.

New TIP
A 30-day public review and comment period is advertised before finalizing a new 4-year TIP for approval. If significant comments are received that may affect the draft TIP, a second public comment period of at least fifteen (15) calendar days will be held before final approval by the TPC.

TIP Amendment
A 10-day public review and comment period is advertised for a formal TIP amendment such as adding a new project, project phase, changing the project scope, or significantly changing the project costs.

TIP Administrative Modification
Administrative modifications are minor changes to projects or the TIP that do not require TPC approval and do not require public review. These modifications do not significantly impact the overall program. A modification is approved only if a project is consistent with the current Metropolitan Transportation Plan, is not considered controversial in nature, and has not received significant negative public comment. Modifications may include editorial or data entry corrections, minor schedule changes, or minor cost changes.

All modifications are posted quarterly on the IMPO's website at https://www.indympo.gov/funding/irtip.

TIP Emergency Amendment
A comment period of at least seven (7) calendar days will be provided for public review of proposed emergency amendments to the TIP. Upon confirmation of the meeting details (location, time, etc.), the draft emergency amendments will be emailed to members of the TTC and TPC, posted to the IMPO website, and shared on the IMPO's social media accounts and via the teMPO email newsletter. Final action will be taken by the TPC at a special meeting called by the board chair. The public notice of the seven (7) day comment period concluding in a public hearing at the TPC meeting will be made in accordance with Appendix A of this PIP.

These are amendments that require approval by the TPC and must include public review outside of the regular formal amendment process. Emergency amendments must be made available during an advertised seven (7) day public comment period, concluding in a public hearing.

TIP Public Comments
For every public input opportunity for the TIP, IMPO staff will provide specific instructions on how to provide public comment. Copies of the new draft TIP or amendments to the TIP will be available in the IMPO's office and on the IMPO's website. Comment periods will be announced in the public notice section of the Indianapolis Star, on the IMPO's website, on IMPO social media accounts, and as part of the IMPO's email newsletter, the teMPO. Those members of the public wishing to address comments to the TPC, or any committee thereof will be given the opportunity to comment at the noticed public hearings. All significant public comments, or a summary of similar comments, will be discussed with both the TTC and TPC prior to approval. All comments received during the designated comment period will be included in the appendix of the final document. For further information on TIP amendments and modifications, please visit https://www.indympo.gov/funding/irtip.

Approval of the TIP
The TPC is the approval body of the Indianapolis MPO. The TPC reviews and approves the new and amended project lists at its regularly scheduled meetings only after all reviewing agencies have approved the TIP and Transportation Conformity Analysis, the public has reviewed and provided comments, and the TTC has reviewed and recommended approval of the document. Meetings during which the TPC will consider adoption of the TIP will include a public hearing in accordance with Appendix B of this PIP. The final document will be available on the IMPO's website.

Public Involvement in Special Planning Studies

As planning or programming projects arise (other than the PIP, TIP, and MTP), a project may use this PIP or develop a specific public involvement process that is appropriate for the project. Public comment periods and notices of public hearing for project-specific processes will be advertised in the Indianapolis Star, on the IMPO's website, on IMPO social media accounts, and as part of the IMPO's email newsletter, the teMPO. Draft documents will be posted on the IMPO's website for review by the public.

Contact

Those seeking more information about our planning activities can contact the Indianapolis Metropolitan Planning Organization, 200 East Washington Street, City-County Building, Suite 2322; Indianapolis, IN 46204

Phone: 317.327.8601; or call 711 for Relay Indiana
Fax: 317.327.5950
Website: www.IndyMPO.gov

Appendix A: Reference for Minimum Noticing

The following table was created to provide clarity on the required notice for meetings or public hearings for each of the IMPO's planning activities. All notices for public meetings and public hearings will be posted to the IMPO's website.

REGULAR COMMITTEE MEETINGS	DATES	NOTICE FOR MEETING OR PUBLIC HEARING	NOTES
INDIANAPOLIS MPO COMMITTEE MEETINGS			
Transportation Technical and Policy Committees' Meetings	These committees meet in February, April, June, August, October, and December	Minimum 7 calendar days' notice of meetings and agendas posted on IMPO website	
Executive Committee	The Executive Committee meets each month	Minimum 7 calendar days' notice of meetings; Emergency Meetings require only two (2) working days' notice[3]	

** NOTE: Individuals needing special accommodations to participate in meetings or individuals with limited English proficiency should contact IMPO staff at least three (3) working days prior to the scheduled meeting in order to accommodate their needs. Call 317-327-8601 or 711 for Relay Indiana.

3 In Accordance with the Indiana Open Door Law (IC 5-14-15 – Appendix D)

PLAN OR PROCESS	MINIMUM OFFICIAL PUBLIC COMMENT PERIOD	MINIMUM NOTICE FOR MEETING OR PUBLIC HEARING	NOTES
PUBLIC INVOLVEMENT PLAN (PIP)			
New or Updated PIP	45 calendar days	Public Hearing held at regularly scheduled TPC meetings	A written response to public comments received will be included in the appendix
METROPOLITAN TRANSPORTATION PLAN (MTP)			
New MTP	30 calendar days -- Second review period of 15 calendar days if draft changes greatly based on public comment	Public Hearing held at a regularly scheduled TPC meeting	A written response to public comments received will be included in the appendix
MTP Amendment	10 calendar days	Public Hearing held at a regularly scheduled TPC meeting	A summary of public comments will be provided to the TPC

PLAN OR PROCESS	MINIMUM OFFICIAL PUBLIC COMMENT PERIOD	MINIMUM NOTICE FOR MEETING OR PUBLIC HEARING	NOTES
METROPOLITAN TRANSPORTATION PLAN (MTP)			
New MTP	30 calendar days -- Second review period of 15 calendar days if draft changes greatly based on public comment	Public Hearing held at a regularly scheduled TPC meeting	A written response to public comments received will be included in the appendix
MTP Amendment	10 calendar days	Public Hearing held at a regularly scheduled TPC meeting	A summary of public comments will be provided to the TPC
INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)			
New TIP	30 calendar days -- Second review period of 15 calendar days if draft changes greatly based on public comment	Public Hearing held at a regularly scheduled TPC meeting	A written response to public comments received will be included in the appendix
TIP Amendment	10 calendar days	Public Hearing held at a regularly scheduled TPC meeting	A summary of public comments will be provided to the TPC
TIP Amendment (Illustrative projects list)	10 calendar days	Public Hearing held at a regularly scheduled TPC meeting	A summary of public comments will be provided to the TPC
TIP Administrative Modifications	No public review required	No public hearing required	
TIP Emergency Amendment	7 calendar days	Consideration and final decision to take place during an emergency meeting of the TPC	A summary of public comments will be provided to the TPC
OTHER PLANS AND ACTIVITIES			
Other Plans & Activities	Specified within the specific PIP's for Other Plans and Activities		

** NOTE: Individuals needing special accommodations to participate in meetings or individuals with limited English proficiency should contact IMPO staff at least three (3) working days prior to the scheduled meeting in order to accommodate their needs. Call 317-327-8601 or 711 for Relay Indiana.

Appendix B: Public Hearing Procedures

Scheduled Public Hearings

Public hearings are held by the IMPO prior to a decision point. They may occur at a regularly scheduled meeting of the TPC, a special meeting that may be called according to the IMPO By-Laws, or at an advance public hearing. Advance public hearings may be held in cases where a large amount of public comment is anticipated to allow for proper recording and dissemination of comments to TPC members prior to a voting meeting. A public hearing gathers community comments and positions from all interested parties for public record and input into decisions. Public hearings shall be open to the public and persons desiring to be heard shall have the right to give testimony, in accordance with these rules. The IMPO may also hold public pre-hearings to allow people to ask questions and comment in a less formal setting before the public hearing.

IMPO staff or the project sponsor shall be allowed time to introduce the resolution and explain the relevant details of the proposal to the TPC and those present.

A maximum of 20 minutes for supporters and 20 minutes for remonstrators shall be allotted for a total of no more than 40 minutes of testimony per resolution that requires a public hearing. That time will be used for the presentation of evidence, statements, and argument. Testimony may alternate between support and opposition. Individuals wishing to speak must sign-in at the meeting. Each individual speaker may have a maximum of two (2) minutes to speak to allow for multiple people to comment within the allotted time. The IMPO encourages groups with similar views to appoint a single presenter to speak on behalf of the group. If this presenter wishes to speak for longer than two minutes, they should make prior arrangements with the IMPO to do so.

After testimony is given as specified above, supporters and remonstrators, respectively, shall be permitted five minutes each (for a total of no more than 10 minutes per resolution) for rebuttal that shall include only evidence, statements, or arguments in rebuttal of previously presented testimony.

The Chair of the TPC shall have the authority to cut off repetitious and irrelevant testimony, and also shall have authority to extend the periods of time specified above when it is in the interest of affording a fair hearing to all interested parties. Every person appearing at the hearings shall abide by the order and directives of the TPC Chair. Discourteous, disorderly, or contemptuous conduct shall be regarded as a breach of privileges extended by the TPC and shall be dealt with by the Chair as deemed fair and proper.

Individuals who cannot attend but wish to submit their comments to be read during the meeting, must submit them to IMPO staff at least two days prior to the meeting via the comment form at https://www.indympo.gov/comment. Comments submitted during an official public comment period will be included as an appendix to the draft document being considered for approval at a public hearing. Draft documents for consideration are distributed to TPC members one week prior to each meeting.

Advance Public Hearing Procedure

Advance public hearings may be offered to organize proceedings in situations where the public would benefit from additional opportunities to comment on IMPO Resolutions.

Location:
Consideration for the location of the advance public hearing may be based on the following factors:

- Availability of Location
- Ability of Location to hold the anticipated number of persons attending
- Accessibility by public transit
- Access by and/or coordination with security personnel
- Buildings where firearms are prohibited
- ADA Accessibility

Physical Set-up:
The facility shall have adequate equipment for those speaking to be heard and/or recorded. There should be adequate provision for visual displays such as a computer projector, transparency projector or display boards as necessary. Dual podiums are encouraged but not required. Dual podiums allow for public comment to effectively alternate from each podium to afford equal opportunity to both those in support and those in opposition to a resolution.

Organization:
Persons wishing to speak during the advance public hearing should sign in with the following information: first name, last name, address, contact (email and/or phone) and whether they are in support or opposition to the resolution. The IMPO will call a list of names, in the order that they signed in, to form a line at the podium(s) for public comment. Members of the public will be given between 2 and 5 minutes of time to speak based on the number of people present and wishing to speak.

Individuals who cannot attend but wish to submit their comments to be read during the meeting, must submit them to IMPO staff at least two days prior to the meeting via the comment form at https://www.indympo.gov/comment.

Posting of procedure:
To provide the public with adequate instruction on how the meeting will be organized, the IMPO will post the hearing procedure where appropriate at the hearing location and shall prepare a statement to be read at the beginning of the hearing that covers this information as well.

Decision:
Final decisions will not be made at Advance Public Hearings. Comments will be recorded and included with packet information to the TPC for their consideration at the final public hearing, at which public comment will also be allowed and either a final approval decision will be made or the consideration will be continued to a future TPC meeting.

Public Pre-Hearings

To accommodate individuals who may be unable to attend the official public hearing during the Transportation Policy Committee meeting, two virtual Pre-Hearings will be held prior to the official public hearing. Individuals will be able to ask questions or provide comments on agenda items and may issue a statement to be read into the record during the official public hearing.

Appendix C: Shared Public Involvement Process for the Program of Projects (POP)

With regard to the region's Federal Transit Administration (FTA) Program of Projects (POP) , the IMPO's procedures for public involvement for Transportation Improvement Program (TIP) development and amendments will be used to fulfill public noticing requirements for the agencies listed here. These agencies will be responsible for ensuring that the projects in the POP are included in the TIP.

- Indianapolis Public Transportation Corporation (IndyGo)
- Central Indiana Regional Transportation Authority (CIRTA)

As necessary, either agency may go beyond the minimum TIP requirements of this PIP to execute their specific agency's duties.

Special Note for IndyGo & CIRTA
The following note will be included in all Transportation Improvement Program (TIP) publications produced by the IMPO: *"The public involvement process for the IMPO Transportation Improvement Program (TIP) is used to satisfy the public involvement process for the Program of Projects (POP) for the following Federal Transit Administration (FTA) grantees: Indianapolis Public Transportation Corporation (IndyGo) and Central Indiana Regional Transportation Authority (CIRTA). This publication complies with the IMPO Public Involvement Procedures (PIP)."*

Appendix D: Federal Code

23 CFR 450.316 - Interested parties, participation, and consultation.
www.ecfr.gov/current/title-23/section-450.316

a. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

1. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

   i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

   ii. Providing timely notice and reasonable access to information about transportation issues and processes;

   iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;

   iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

   v. Holding any public meetings at convenient and accessible locations and times;

   vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

   vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

   viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

   ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

   x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

2. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised par-

ticipation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

b. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

   1. Recipients of assistance under title 49 U.S.C. Chapter 53;

   2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

   3. Recipients of assistance under 23 U.S.C. 204.

c. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

d. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

e. MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

23 CFR 450.316 Checklist

SECTION	ADDRESS WHERE/HOW
(a)(1)(i)	[add the location in this PIP where this section is address – like page number, section header]
(a)(1)(ii)	
(a)(1)(iii)	
(a)(1)(iv)	
(a)(1)(v)	
(a)(1)(vi)	
(a)(1)(vii)	
(a)(1)(viii)	
(a)(1)(ix)	
(a)(1)(x)	
(a)(2)	
(a)(3)	Uses specific EJ language
(b)	
(b)(1)	
(b)(2)	
(b)(3)	
(c)	
(d)	
(e)	

23 USC 134 – Metropolitan transportation planning

https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section134&num=0&edition=prelim

(5) Consultation.-
  (A) In general.-In each metropolitan area, the metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.
  (B) Issues.-The consultation shall involve, as appropriate-
   (i) comparison of transportation plans with State conservation plans or maps, if available; or
   (ii) comparison of transportation plans to inventories of natural or historic resources, if available.

(6) Participation by interested parties.-
  (A) In general.-Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, affordable housing organizations, and other interested parties with a reasonable opportunity to comment on the transportation plan.
  (B) Contents of participation plan.-A participation plan-
   (i) shall be developed in consultation with all interested parties; and
   (ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

  (C) Methods.-In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable-
   (i) hold any public meetings at convenient and accessible locations and times;
   (ii) employ visualization techniques to describe plans; and
   (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

  (D) Use of technology.-A metropolitan planning organization may use social media and other web-based tools-
   (i) to further encourage public participation; and
   (ii) to solicit public feedback during the transportation planning process.

 (7) Publication.-A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

 (8) Selection of projects from illustrative list.-Notwithstanding paragraph (2)(E), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(E).

(j) Metropolitan TIP.-
 (1) Development.-
  (A) In general.-In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the metropolitan planning area that-
   (i) contains projects consistent with the current metropolitan transportation plan;
   (ii) reflects the investment priorities established in the current metropolitan transportation plan; and
   (iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

  (B) Opportunity for comment.-In developing the TIP, the metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).
  (C) Funding estimates.-For the purpose of developing the TIP, the metropolitan planning organization, public transportation agency, and State shall cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.
  (D) Updating and approval.-The TIP shall be-
   (i) updated at least once every 4 years; and
   (ii) approved by the metropolitan planning organization and the Governor.

(2) Contents.-
  (A) Priority list.-The TIP shall include a priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
  (B) Financial plan.-The TIP shall include a financial plan that-
   (i) demonstrates how the TIP can be implemented;
   (ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
   (iii) identifies innovative financing techniques to finance projects, programs, and strategies; and
   (iv) may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

  (C) Descriptions.-Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.
  (D) Performance target achievement.-The transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.

(3) Included projects.-
  (A) Projects under this title and chapter 53 of title 49 .-A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under chapter 1 of this title and chapter 53 of title 49.
  (B) Projects under chapter 2.-
   (i) Regionally significant projects.-Regionally significant projects proposed for funding under chapter 2 shall be identified individually in the transportation improvement program.
   (ii) Other projects.-Projects proposed for funding under chapter 2 that are not determined to be regionally significant shall be grouped in 1 line item or identified individually in the transportation improvement program.

  (C) Consistency with long-range transportation plan.-Each project shall be consistent with the long-range transportation plan developed under subsection (i) for the area.
  (D) Requirement of anticipated full funding.-The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project or the identified phase within the time period contemplated for completion of the project or the identified phase.

(4) Notice and comment.-Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).
(5) Selection of projects.-
  (A) In general.-Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of Federally funded projects in metropolitan areas shall be carried out, from the approved TIP-
   (i) by-
   (I) in the case of projects under this title, the State; and
   (II) in the case of projects under chapter 53 of title 49, the designated recipients of public transportation funding; and
   (ii) in cooperation with the metropolitan planning organization.

(B) Modifications to project priority.-Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved TIP in place of another project in the program.

(6) Selection of projects from illustrative list.-

(A) No required selection.-Notwithstanding paragraph (2)(B)(iv), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv).

(B) Required action by the secretary.-Action by the Secretary shall be required for a State or metropolitan planning organization to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B)(iv) for inclusion in an approved TIP.

(7) Publication.-

(A) Publication of tips.-A TIP involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review.

(B) Publication of annual listings of projects.-

(i) In general.-An annual listing of projects, including investments in pedestrian walkways and bicycle transporta-tion facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review.

(ii) Requirement.-The listing shall be consistent with the categories identified in the TIP.

Appendix E: Indiana Open Door Law

Indiana Code Title 5, Article 14, Chapter 1.5
IC 5-14-1.5
Chapter 1.5. Public Meetings (Open Door Law)

IC 5-14-1.5-1
Purpose

Sec. 1. In enacting this chapter, the general assembly finds and declares that this state and its political subdivisions exist only to aid in the conduct of the business of the people of this state. It is the intent of this chapter that the official action of public agencies be conducted and taken openly, unless otherwise expressly provided by statute, in order that the people may be fully informed. The purposes of this chapter are remedial, and its provisions are to be liberally construed with the view of carrying out its policy. As added by Acts 1977, P.L.57, SEC.1. Amended by P.L.67-1987,

SEC.1. IC 5-14-1.5-2
Definitions

Sec. 2. For the purposes of this chapter:

(a) "Public agency", except as provided in section 2.1 of this chapter, means the following:

(1) Any board, commission, department, agency, authority, or other entity, by whatever name designated, exercising a portion of the executive, administrative, or legislative power of the state.

(2) Any county, township, school corporation, city, town, political subdivision, or other entity, by whatever name designated, exercising in a limited geographical area the executive, administrative, or legislative power of the state or a delegated local governmental power.

(3) Any entity which is subject to either:
(A) budget review by either the department of local government finance or the governing body of a county, city, town, township, or school corporation; or
(B) audit by the state board of accounts that is required by statute, rule, or regulation.

(4) Any building corporation of a political subdivision of the state of Indiana that issues bonds for the purpose of constructing public facilities.

(5) Any advisory commission, committee, or body created by statute, ordinance, or executive order to advise the governing body of a public agency, except medical staffs or the committees of any such staff.

(6) The Indiana gaming commission established by IC 4-33, including any department, division, or office of the commission.

(7) The Indiana horse racing commission established by IC 4-31, including any department, division, or office of the commission.

(b) "Governing body" means two (2) or more individuals who are:

(1) A public agency that:
(A) is a board, a commission, an authority, a council, a committee, a body, or other entity; and
(B) takes official action on public business.

(2) The board, commission, council, or other body of a public agency which takes official action upon public business.

(3) Any committee appointed directly by the governing body or its presiding officer to which authority to take official action upon public business has been delegated. An agent or agents appointed by the governing body to conduct collective bargaining on behalf of the governing body does not constitute a governing body for purposes of this chapter.

(c) "Meeting" means a gathering of a majority of the governing body of a public agency for the purpose of taking official action upon public business. It does not include any of the following:

(1) Any social or chance gathering not intended to avoid this chapter.

(2) Any on-site inspection of any:
(A) project;
(B) program; or
(C) facilities of applicants for incentives or assistance from the governing body.

(3) Traveling to and attending meetings of organizations devoted to betterment of government.

(4) A caucus.

(5) A gathering to discuss an industrial or a commercial prospect that does not include a conclusion as to recom-mendations, policy, decisions, or final action on the terms of a request or an offer of public financial resources.

(6) An orientation of members of the governing body on their role and responsibilities as public officials, but not for any other official action.

(7) A gathering for the sole purpose of administering an oath of office to an individual.

(8) Collective bargaining discussions that the governing body of a school corporation engages in directly with bar-gaining adversaries. This subdivision only applies to a governing body that has not appointed an agent or agents to conduct collective bargaining on behalf of the governing body as described in subsection (b)(3).

(d) "Official action" means to:
(1) receive information;
(2) deliberate;
(3) make recommendations;
(4) establish policy;
(5) make decisions; or
(6) take final action.

(e) "Public business" means any function upon which the public agency is empowered or authorized to take official action.

(f) "Executive session" means a meeting from which the public is excluded, except the governing body may admit those persons necessary to carry out its purpose.

(g) "Final action" means a vote by the governing body on any motion, proposal, resolution, rule, regulation, ordi-nance, or order.

(h) "Caucus" means a gathering of members of a political party or coalition which is held for purposes of planning political strategy and holding discussions designed to prepare the members for taking official action.

(i) "Deliberate" means a discussion which may reasonably be expected to result in official action (defined under sub-section (d)(3), (d)(4), (d)(5), or (d)(6)).

(j) "News media" means all newspapers qualified to receive legal advertisements under IC 5-3-1, all news services (as defined in IC 34-6-2-87), and all licensed commercial or public radio or television stations.

(k) "Person" means an individual, a corporation, a limited liability company, a partnership, an unincorporated associ-ation, or a governmental entity. As added by Acts 1977, P.L.57, SEC.1. Amended by Acts 1979,P.L.39, SEC.1; P.L.33-1984, SEC.1; P.L.67-1987, SEC.2;P.L.8-1993, SEC.56; P.L.277-1993(ss), SEC.127; P.L.1-1994,SEC.20; P.L.50-1995, SEC.14; P.L.1-1998, SEC.71; P.L.90-2002, SEC.16; P.L.35-2003, SEC.1; P.L.179-2007, SEC.1; P.L.103-2013, SEC.1. IC 5-14-1.5-2.1 "Public agency"; certain providers exempted

Sec. 2.1. "Public agency", for purposes of this chapter, does not mean a provider of goods, services, or other benefits that meets the following requirements:

(1) The provider receives public funds through an agreement with the state, a county, or a municipality that meets the following requirements:

(A) The agreement provides for the payment of fees to the entity in exchange for services, goods, or other benefits.

(B) The amount of fees received by the entity under the agreement is not based upon or does not involve a consideration of the tax revenues or receipts of the state, county, or municipality.

(C) The amount of the fees are negotiated by the entity and the state, county, or municipality.

(D) The state, county, or municipality is billed for fees by the entity for the services, goods, or other benefits actually provided by the entity.

(2) The provider is not required by statute, rule, or regulation to be audited by the state board of accounts. As added by P.L.179-2007, SEC.2.

IC 5-14-1.5-3

Open meetings; secret ballot votes; member participating by electronic means of communication Sec. 3.

(a) Except as provided in section 6.1 of this chapter, all meetings of the governing bodies of public agencies must be open at all times for the purpose of permitting members of the public to observe and record them.

(b) A secret ballot vote may not be taken at a meeting.

(c) A meeting conducted in compliance with section 3.5 or 3.6 of this chapter or any other statute that authorizes a governing body to conduct a meeting using an electronic means of communication does not violate this section.

As added by Acts 1977, P.L.57, SEC.1. Amended by P.L.38-1988, SEC.6; P.L.1-1991, SEC.35; P.L.179-2007, SEC.3; P.L.134-2012, SEC.10.

IC 5-14-1.5-3.1

Serial meetings

Sec. 3.1.

(a) Except as provided in subsection (b), the governing body of a public agency violates this chapter if members of the governing body participate in a series of at least two (2) gatherings of members of the governing body and the series of gatherings meets all of the following criteria:

(1) One (1) of the gatherings is attended by at least three (3) members but less than a quorum of the members of the governing body and the other gatherings include at least two (2) members of the governing body.

(2) The sum of the number of different members of the governing body attending any of the gatherings at least equals a quorum of the governing body.

(3) All the gatherings concern the same subject matter and are held within a period of not more than seven (7) consecutive days.

(4) The gatherings are held to take official action on public business. For purposes of this subsection, a member of a governing body attends a gathering if the member is present at the gathering in person or if the member participates in the gathering by telephone or other electronic means, excluding electronic mail.

(b) This subsection applies only to the city-county council of a consolidated city or county having a consolidated city. The city-county council violates this chapter if its members participate in a series of at least two (2) gatherings of members of the city-county council and the series of gatherings meets all of the following criteria:

(1) One (1) of the gatherings is attended by at least five (5) members of the city-county council and the other gatherings include at least three (3) members of the city-county council.

(2) The sum of the number of different members of the city-county council attending any of the gatherings at least equals a quorum of the city-county council.

(3) All the gatherings concern the same subject matter and are held within a period of not more than seven (7) consecutive days.

(4) The gatherings are held to take official action on public business.

For purposes of this subsection, a member of the city-county council attends a gathering if the member is present at the gathering in person or if the member participates in the gathering by telephone or other electronic means, excluding electronic mail.

(c) A gathering under subsection (a) or (b) does not include:

(1) a social or chance gathering not intended by any member of the governing body to avoid the requirements of this chapter;

(2) an onsite inspection of any:

(A) project;

(B) program; or

(C) facilities of applicants for incentives or assistance from the governing body;

(3) traveling to and attending meetings of organizations devoted to the betterment of government;

(4) a caucus;

(5) a gathering to discuss an industrial or a commercial prospect that does not include a conclusion as to recommendations, policy, decisions, or final action on the terms of a request or an offer of public financial resources;

(6) an orientation of members of the governing body on their role and responsibilities as public officials, but not for any other official action;

(7) a gathering for the sole purpose of administering an oath of office to an individual; or

(8) a gathering between less than a quorum of the members of the governing body intended solely for members to receive information and deliberate on whether a member or members may be inclined to support a member's proposal or a particular piece of legislation and at which no other official action will occur.

(d) A violation described in subsection (a) or (b) is subject to section 7 of this chapter.

As added by P.L.179-2007, SEC.4.

IC 5-14-1.5-3.5

Electronic meetings of political subdivisions; statutory authorization required

Sec. 3.5.

(a) This section applies only to a governing body of a public agency of a political subdivision, other than a governing body of an airport authority, a department of aviation, or a conservancy district as set forth in section 3.6 of this chapter.

(b) Subject to subsection (i), a member of the governing body of a public agency who is not physically present at a meeting ofthe governing bodymay participate in a meeting by any electronic means of communication that does the following:

(1) Allows all participating members of the governing body to simultaneously communicate with each other.

(2) Allows the public to simultaneously attend and observe the meeting. However, this subdivision does not apply to a meeting held in executive session. Subject to subsection (i), a governing body member who participates in the meeting by an electronic means of communication shall be considered present for purposes of establishing a quorum but may participate in any final action taken at the meeting only if the member can be seen and heard.

(c) A technological failure in an electronic means of communication that disrupts or prevents:

(1) the simultaneous communication between a member who is not physically present at the meeting and the governing body; or

(2) a member of the public who is not present at the meeting from attending and observing the meeting; does not prevent the governing body from conducting the meeting or affect the validity of an action taken by the governing body at the meeting if the sum of the governing body members physicallypresent at the meeting and the governing bodymembers participating by electronic communication without technological failure satisfy the quorum and (if a final action is taken) the voting requirements of the governing body.

(d) The governing body shall adopt a written policy establishing the procedures that apply to a member's participation in a meeting by an electronic means of communication. The governing body may establish procedures that are more restrictive than the procedures established by this section. The policy adopted under this section may include:

(1) limiting the number of members who may participate by electronic communication in any one (1) meeting;

(2) limiting the total number of meetings that the governing body may conduct in a calendar year by electronic communication; and

(3) requiring a member, except in the case of a meeting called to deal with an emergency under section 5(d) of this chapter, who plans to attend a meeting by any Indiana Code 2022 electronic means of communication to notify the presiding officer within a certain period of time before the meeting, as specified by the governing body, so that arrangements may be made for the member's participation by electronic communication.

(e) The memoranda prepared under section 4 of this chapter for a meeting in which a member participates by an electronic means of communication must:

(1) state the name of each member of the governing body who:

(A) was physically present at the place where the meeting was conducted;
(B) participated in the meeting by using any electronic means of communication; and
(C) was absent; and
    (2) identify the electronic means of communication by which:
(A) members of the governing body participated in the meeting; and
(B) the public attended and observed the meeting, if the meeting was not held in executive session. (f) All votes taken during a meeting under this section must be taken by roll call vote.
    (g) At least fifty percent (50%) of the members of the governing body must be physically present at a meeting.
    (h) A member of the governing body may not attend more than fifty percent (50%) of the governing body's meetings in a calendar year by means of electronic communication, unless the member's electronic participation is due to:
    (1) military service;
    (2) illness or other medical condition;
    (3) death of a relative; or
    (4) an emergency involving actual or threatened injury to persons or property.
    (i) A member of a governing body may not participate in a meeting of the governing body by electronic communication if the governing body is attempting to take final action to:
    (1) adopt a budget;
    (2) make a reduction in personnel;
    (3) initiate a referendum;
    (4) establish or increase a fee;
    (5) establish or increase a penalty;
    (6) use the governing body's eminent domain authority; or
    (7) establish, raise, or renew a tax.
    (j) A governing body may not prohibit a member of the governing body from attending consecutive meetings by electronic communication. A member may attend two (2) consecutive meetings (a set of meetings) by electronic communication. A member shall physically attend at least one (1) meeting between sets of meetings that the member attends by electronic communication, unless the member's absence is due to:
    (1) military service;
    (2) illness or other medical condition;
    (3) death of a relative; or (4) an emergency involving actual or threatened injury to persons or property.
    As added by P.L.134-2012, SEC.11. Amended by P.L.154-2016, SEC.1; P.L.88-2021, SEC.5; P.L.107-2021, SEC.1; P.L.137-2021, SEC.22.

IC 5-14-1.5-3.6
Electronic communications by certain governing bodies Sec. 3.6.
    (a) This section applies only to a governing body of the following:
    (1) A charter school.
    (2) A public agency of the state, including a body corporate and politic established as an instrumentality of the state.
    (3) An airport authority or a department of aviation under IC 8-22.
    (4) A conservancy district under IC 14-33.
    (b) A member of a governing body who is not physically present at a meeting of the Indiana Code 2022 governing body may participate in a meeting of the governing body by electronic communication only if the member uses a means of communication that permits:
    (1) the member;
    (2) all other members participating in the meeting;
    (3) all members of the public physically present at the place where the meeting is conducted; and
    (4) if the meeting is conducted under a policy adopted under subsection (g)(7), all members of the public physically present at a public location at which a member participates by means of electronic communication; to simultaneously communicate with each other during the meeting.
    (c) The governing body must fulfill both of the following requirements for a member of the governing body to participate in a meeting by electronic communication:
    (1) This subdivision does not apply to committees appointed by a board of trustees of a state educational institution, by the commission for higher education, by the board of the Indiana economic development corporation, or by the board of directors of the Indiana secondary market for education loans, as established, incorporated, and

designated under IC 21-16-5-1. This subdivision does not apply to a governing body if at least fifty-one percent (51%) of the governing body membership consists of individuals with a disability (as described in IC 12-12-8-3.4) or individuals with a significant disability (as described in IC 12-12-8-3.6), or both. The minimum number of members who must be physically present at the place where the meeting is conducted must be the greater of:
(A) two (2) of the members; or
(B) one-third (1/3) of the members.
    (2) All votes of the governing body during the electronic meeting must be taken by roll call vote. Nothing in this section affects the public's right under this chapter to attend a meeting of the governing body at the place where the meeting is conducted and the minimum number of members is physically present as provided for in subdivision (1).
    (d) Each member of the governing body is required to physically attend at least one (1) meeting of the governing body annually. This subsection does not apply to a governing body if at least fifty-one percent (51%) of the governing body membership consists of individuals with a disability (as described in IC 12-12-8-3.4) or individuals with a significant disability (as described in IC 12-12-8-3.6), or both.
    (e) Unless a policy adopted by a governing body under subsection (g) provides otherwise, a member who participates in a meeting by electronic communication:
    (1) is considered to be present at the meeting;
    (2) shall be counted for purposes of establishing a quorum; and
    (3) may vote at the meeting.
    (f) A governing body may not conduct meetings using a means of electronic communication until the governing body:
    (1) meets all requirements of this chapter; and
    (2) by a favorable vote of a majority of the members of the governing body, adopts a policy under subsection (g) governing participation in meetings of the governing body by electronic communication.(g) A policy adopted by a governing body to govern participation in the governing body's meetings by electronic communication may do any of the following:
    (1) Require a member to request authorization to participate in a meeting of the governing body by electronic communication within a certain number of days before the meeting to allow for arrangements to be made for the member's participation by electronic communication.
    (2) Subject to subsection (e), limit the number of members who may participate in any one (1) meeting by electronic communication. Indiana Code 2022
    (3) Limit the total number of meetings that the governing body may conduct in a calendar year by electronic communication.
    (4) Limit the number of meetings in a calendar year in which any one (1) member of the governing body may participate by electronic communication.
    (5) Provide that a member who participates in a meeting by electronic communication may not cast the deciding vote on any official action. For purposes of this subdivision, a member casts the deciding vote on an official action if, regardless of the order in which the votes are cast:
(A) the member votes with the majority; and
(B) the official action is adopted or defeated by one (1) vote.
(6) Require a member participating in a meeting by electronic communication to confirm in writing the votes cast by the member during the meeting within a certain number of days after the date of the meeting.
    (7) Provide that in addition to the location where a meeting is conducted, the public may also attend some or all meetings of the governing body, excluding executive sessions, at a public place or public places at which a member is physically present and participates by electronic communication. If the governing body's policy includes this provision, a meeting notice must provide the following information:
(A) The identity of each member who will be physically present at a public place and participate in the meeting by electronic communication.
(B) The address and telephone number of each public place where a member will be physically present and participate by electronic communication.
(C) Unless the meeting is an executive session, a statement that a location described in clause (B) will be open and accessible to the public.
    (8) Require at least a quorum of members to be physically present at the location where the meeting is conducted.
    (9) Provide that a member participating by electronic communication may vote on official action only if, subject to subsection (e), a specified number of members:
(A) are physically present at the location where the meeting is conducted; and
(B) concur in the official action.

(10) Establish any other procedures, limitations, or conditions that govern participation in meetings of the governing body by electronic communication and are not in conflict with this chapter.

(h) The policy adopted by the governing body must be posted on the Internet web site of the governing body, the charter school, the airport, the conservancy district, or the public agency.

(i) Nothing in this section affects a public agency's or charter school's right to exclude the public from an executive session in which a member participates by electronic communication. As added by P.L.134-2012, SEC.12. Amended by P.L.62-2013, SEC.1; P.L.132-2013, SEC.1; P.L.280-2013, SEC.4; P.L.30-2015, SEC.1; P.L.154-2016, SEC.2; P.L.237-2017, SEC.13; P.L.88-2021, SEC.6; P.L.107-2021, SEC.2; P.L.137-2021, SEC.23; P.L.124-2022, SEC.4.

IC 5-14-1.5-3.7
Electronic meetings during disaster emergency Sec. 3.7.

(a) As used in this section, "disaster emergency" means:
(1) a disaster emergency declared by the governor under IC 10-14-3-12; or
(2) a local disaster emergency declared by the executive (as defined in IC 36-1-2-5) of a political subdivision unde IC 10-14-3-29.

(b) Notwithstanding section 3.5 or 3.6 of this chapter, if a disaster emergency is in effect for all or part of the area within the governing body's jurisdiction, the members of a governing body are not required to be physically present at a meeting:
(1) if meeting in person would present an imminent risk to the health or safety of the Indiana Code 2022 members of the public and the governing body who attend the meeting because of the particular danger, threat, or emergency conditions that are the basis for the declaration of the disaster emergency; and
(2) if the members are of the governing body of a school corporation or charter school, one (1) or more schools within the jurisdiction of the governing body of the school corporation or the charter school are closed at the time of the meeting because of the particular danger, threat, or emergency conditions that are the basis for the declaration of the disaster emergency.

(c) The members of a governing body may meet by any means of electronic communication, if the following are satisfied:
(1) At least a quorum of the members of the governing body participate in the meeting by means of electronic communication or in person.
(2) The public is able to simultaneously attend and observe the meeting. However, this subdivision does not apply to a meeting held in executive session.

(d) The memoranda for a meeting prepared under section 4 of this chapter for a meeting held under this section must:
(1) state the name of each member of the governing body who:
(A) participated in the meeting by using any electronic means of communication; and
(B) was absent; and
(2) identify the electronic means of communication by which:
(A) members of the governing body participated in the meeting; and
(B) the public attended and observed the meeting, if the meeting was not held in executive session. (e) All votes taken during a meeting under this section must be taken by roll call vote. As added by P.L.88-2021, SEC.7. Amended by P.L.116-2022, SEC.2; P.L.124-2022, SEC.5.

IC 5-14-1.5-4
Posting agenda; memoranda of meetings; public inspection of minutes
Sec. 4.

(a) A governing body of a public agency utilizing an agenda shall post a copy of the agenda at the entrance to the location of the meeting prior to the meeting. A rule, regulation, ordinance, or other final action adopted by reference to agenda number or item alone is void.

(b) As the meeting progresses, the following memoranda shall be kept:
(1) The date, time, and place of the meeting.
(2) The members of the governing body recorded as either present or absent.
(3) The general substance of all matters proposed, discussed, or decided.
(4) A record of all votes taken by individual members if there is a roll call.
(5) Any additional information required under section 3.5 or 3.6 of this chapter or any other statute that authorizes a governing body to conduct a meeting using an electronic means of communication.

(c) The memoranda are to be available within a reasonable period of time after the meeting for the purpose of informing the public of the governing body's proceedings. The minutes, if any, are to be open for public inspection and copying. As added by Acts 1977, P.L.57, SEC.1. Amended by P.L.38-1988, SEC.7; P.L.76-1995, SEC.1; P.L.2-2007, SEC.99; P.L.134-2012, SEC.13.

IC 5-14-1.5-5
Public notice of meetings

Sec. 5.

(a) Public notice of the date, time, and place of any meetings, executive sessions, or of any rescheduled or reconvened meeting, shall be given at least forty-eight (48) hours (excluding Saturdays, Sundays, and legal holidays) before the meeting. This requirement does not apply to reconvened meetings (not including executive sessions) where announcement of the date, time, and place of the reconvened meeting is made at the original meeting and recorded in the memoranda and minutes thereof, and there is no change in the agenda.

(b) Public notice shall be given by the governing body of a public agency as follows:
(1) The governing body of a public agency shall give public notice by posting a copy of the notice at the principal office of the public agency holding the meeting or, if no such office exists, at the building where the meeting is to be held.
(2) The governing body of a public agency shall give public notice by delivering notice to all news media which deliver an annual written request for the notices not later than December 31 for the next succeeding calendar year to the governing body of the public agency. The governing body shall give notice by one (1) of the following methods, which shall be determined by the governing body:
(A) Depositing the notice in the United States mail with postage prepaid.
(B) Transmitting the notice by electronic mail, if the public agency has the capacity to transmit electronic mail.
(C) Transmitting the notice by facsimile (fax).
(3) This subdivision applies only to the governing body of a public agency of a political subdivision described in section 2(a)(2), 2(a)(4), or 2(a)(5) of this chapter that adopts a policy to provide notice under this subdivision. Notice under this subsection is in addition to providing notice under subdivisions (1) and (2). If the governing body adopts a policy under this subdivision, the governing body of a public agency shall give public notice by delivering notice to any person (other than news media) who delivers to the governing body of the public agency an annual written request for the notices not later than December 31 for the next succeeding calendar year. The governing body shall give notice by one (1) of the following methods, which shall be determined by the governing body:
(A) Transmitting the notice by electronic mail, if the public agency has the capacity to send electronic mail.
(B) Publishing the notice on the public agency's Internet web site at least forty-eight (48) hours in advance of the meeting, if the public agency has an Internet web site. A court may not declare void any policy, decision, or final action under section 7 of this chapter based on a failure to give a person notice under subdivision (3) if the public agency made a good faith effort to comply with subdivision (3). If a governing body comes into existence after December 31, it shall comply with this subsection upon receipt of a written request for notice. In addition, a state agency (as defined in IC 4-13-1-1) shall provide electronic access to the notice through the computer gateway administered by the office of technology established by IC 4-13.1-2-1.

(c) Notice of regular meetings need be given only once each year, except that an additional notice shall be given where the date, time, or place of a regular meeting or meetings is changed. This subsection does not apply to executive sessions.

(d) If a meeting is called to deal with an emergency involving actual or threatened injury to person or property, or actual or threatened disruption of the governmental activity under the jurisdiction of the public agency by any event, then the time requirements of notice under this section shall not apply, but:
(1) news media which have requested notice of meetings under subsection (b)(2) must be given the same notice as is given to the members of the governing body; and
(2) the public must be notified by posting a copy of the notice according to subsection (b)(1).

(e) This section shall not apply where notice by publication is required by statute, ordinance, rule, or regulation.

(f) This section shall not apply to:
(1) the department of local government finance, the Indiana board of tax review, or any other governing body which meets in continuous session, except that this section applies to meetings of these governing bodies which are required by or held pursuant to statute, ordinance, rule, or regulation; or
(2) the executive of a county or the legislative body of a town if the meetings are held solely to receive information or recommendations in order to carry out administrative functions, to carry out administrative functions, or confer

with staff members on matters relating to the internal management of the unit. "Administrative functions" do not include the awarding of contracts, the entering into contracts, or any other action creating an obligation or otherwise binding a county or town.

(g) This section does not apply to the general assembly.

(h) Notice has not been given in accordance with this section if a governing body of a public agency convenes a meeting at a time so unreasonably departing from the time stated in its public notice that the public is misled or substantially deprived of the opportunity to attend, observe, and record the meeting.

As added by Acts 1977, P.L.57, SEC.1. Amended by Acts 1979, P.L.39, SEC.2; P.L.67-1987, SEC.3; P.L.8-1989, SEC.22; P.L.3-1989, SEC.29; P.L.46-1990, SEC.1; P.L.251-1999, SEC.4; P.L.90-2002, SEC.17; P.L.200-2003,SEC.1;P.L.177-2005, SEC.14; P.L.134-2012, SEC.14.

IC 5-14-1.5-6
Repealed
(Repealed by P.L.1-1991, SEC.36 and P.L.10-1991, SEC.10.)

IC 5-14-1.5-6.1
Executive sessions

Sec. 6.1.
  (a) As used in this section, "public official" means a person:
   (1) who is a member of a governing body of a public agency; or
   (2) whose tenure and compensation are fixed by law and who executes an oath.
  (b) Executive sessions may be held only in the following instances:
   (1) Where authorized by federal or state statute.
   (2) For discussion of strategy with respect to any of the following:
(A) Collective bargaining.
(B) Initiation of litigation or litigation that is either pending or has been threatened specifically in writing. As used in this clause, "litigation" includes any judicial action or administrative law proceeding under federal or state law.
(C) The implementation of security systems.
(D) The purchase or lease of real property by the governing body up to the time a contract or option to purchase or lease is executed by the parties.
(E) School consolidation.
However, all such strategy discussions must be necessary for competitive or bargaining reasons and may not include competitive or bargaining adversaries.
   (3) For discussion of the assessment, design, and implementation of school safety and security measures, plans, and systems.
   (4) Interviews and negotiations with industrial or commercial prospects or agents of industrial or commercial prospects by the Indiana economic development corporation, the office of tourism development, the Indiana finance authority, the ports of Indiana, an economic development commission, the Indiana state department of agriculture, a local economic development organization (as defined in IC 5-28-11-2(3)), or a governing body of a political subdivision.
   (5) To receive information about and interview prospective employees.
   (6) With respect to any individual over whom the governing body has jurisdiction:
(A) to receive information concerning the individual's alleged misconduct; and(B) to discuss, before a determination, the individual's status as an employee, a student, or an independent contractor who is:
   (i) a physician; or
   (ii) a school bus driver.
   (7) For discussion of records classified as confidential by state or federal statute.
   (8) To discuss before a placement decision an individual student's abilities, past performance, behavior, and needs.
   (9) To discuss a job performance evaluation of individual employees. This subdivision does not apply to a discussion of the salary, compensation, or benefits of employees during a budget process.
   (10) When considering the appointment of a public official, to do the following:
(A) Develop a list of prospective appointees.

(B) Consider applications.
(C) Make one (1) initial exclusion of prospective appointees from further consideration. Notwithstanding IC 5-14-3-4(b)(12), a governing body may release and shall make available for inspection and copying in accordance with IC5-14-3-3 identifying information concerning prospective appointees not initially excluded from further consideration. An initial exclusion of prospective appointees from further consideration may not reduce the number of prospective appointees to fewer than three (3) unless there are fewer than three (3) prospective appointees. Interviews of prospective appointees must be conducted at a meeting that is open to the public.
   (11) To train school board members with an outside consultant about the performance of the role of the members as public officials.
   (12) To prepare or score examinations used in issuing licenses, certificates, permits, or registrations under IC 25.
   (13) To discuss information and intelligence intended to prevent, mitigate, or respond to the threat of terrorism.
   (14) To train members of a board of aviation commissioners appointed under IC 8-22-2 or members of an airport authority board appointed under IC 8-22-3 with an outside consultant about the performance of the role of the members as public officials. A board may hold not more than one (1) executive session per calendar year under this subdivision.
  (c) A final action must be taken at a meeting open to the public.
  (d) Public notice of executive sessions must state the subject matter by specific reference to the enumerated instance or instances for which executive sessions may be held under subsection (b). The requirements stated in section 4 of this chapter for memoranda and minutes being made available to the public is modified as to executive sessions in that the memoranda and minutes must identify the subject matter considered by specific reference to the enumerated instance or instances for which public notice was given. The governing body shall certify by a statement in the memoranda and minutes of the governing body that no subject matter was discussed in the executive session other than the subject matter specified in the public notice.
  (e) A governing body may not conduct an executive session during a meeting, except as otherwise permitted by applicable statute. A meeting may not be recessed and reconvened with the intent of circumventing this subsection.
As added by P.L.1-1991, SEC.37 and P.L.10-1991, SEC.8. Amended by P.L.48-1991, SEC.1; P.L.37-2000, SEC.1; P.L.200-2003, SEC.2; P.L.4-2005, SEC.28; P.L.229-2005, SEC.2; P.L.235-2005, SEC.84; P.L.101-2006, SEC.3; P.L.179-2007, SEC.5; P.L.2-2008, SEC.20; P.L.98-2008, SEC.3; P.L.120-2008, SEC.1; P.L.139-2011, SEC.1; P.L.24-2012, SEC.1; P.L.103-2013, SEC.2.

Appendix F: Public Comments on the PIP

Public Comment Period
The document was shared for an official public comment period between August 22,2025 and October 6, 2025. No comments were submitted.

Public Hearing
The document was presented during a public hearing on October 15, 2025.

Appendix G: Language Access Plan

Courts have interpreted Title VI's prohibition of discrimination on the basis of national origin to include discrimination based on limited English proficiency (LEP). Under Title VI (and the Safe Streets Act), federal funding recipients (in this case the IMPO) are required to provide LEP individuals with meaningful access to their programs and services. Providing "meaningful access" will generally involve some combination of services for oral interpretation and written translation of vital documents.

Sub-recipients (entities hired by the IMPO) likewise are covered when Federal funds are passed through from one recipient to a sub-recipient. Coverage extends to a recipient's entire program or activity, i.e., to all parts of a recipient's operations. This is true even if only one part of the recipient receives the Federal assistance.

Individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or

understand English can be limited English proficient, or "LEP," entitled to language assistance with respect to a particular type of service, benefit, or encounter.

The federal guidance outlines four factors recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

- The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
- The frequency with which LEP individuals come in contact with the program.
- The nature and importance of the program, activity, or service provided by the recipient to people's lives.
- The resources available to the recipient and costs.

After conducting a Four-Factor Analysis, recipients of federal funds adopt a Language Access Plan (LAP) that presents the recipient's (the IMPO's) responsibilities, policies, and strategies for providing language assistance services to LEP persons.

Indianapolis Metropolitan Planning Area (MPA) Four-Factor Analysis
The Indianapolis MPA includes 8 counties with 12 cities and 22 towns. The four-factor analysis is conducted at a county level to determine if there are particular areas where providing language assistance is important, even if the LEP population in the entire MPA is limited.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.

Based on the 2023 5-Year American Community Survey (ACS) estimates, the Indianapolis MPA comprises 9 counties. The analysis considers household-level, individual-level, and language-specific LEP data for a more complete picture of need and service delivery implications.

Household-Level Data
There are approximately 816,080 households in the MPA. Of these, 20,800 are Limited English Speaking Households, meaning no household member age 14 or older speaks English "very well."

COUNTY	TOTAL HOUSEHOLDS	LEP HOUSEHOLDS	% LEP HOUSEHOLDS
Boone	27,948	205	0.7%
Hamilton	133,171	2,834	2.1%
Hancock	32,246	260	0.8%
Hendricks	65,839	437	0.7%
Johnson	61,513	667	1.1%
Madison	52,843	213	0.4%
Marion	396,662	15,811	4.0%
Morgan	27,713	83	0.3%
Shelby	18,145	290	1.6%
Total	816,080	20,800	2.5%

Individual-Level Data (Population Age 5+)

COUNTY	POPULATION 5+	LEP INDIVIDUALS	% LEP INDIVIDUALS
Boone	68,336	1,214	1.8%
Hamilton	335,780	14,035	4.2%
Hancock	77,390	1,084	1.4%
Hendricks	169,498	4,605	2.7%
Johnson	154,055	4,243	2.8%
Madison	123,853	1,839	1.5%
Marion	903,491	70,684	7.8%
Morgan	68,436	560	0.8%
Shelby	42,415	975	2.3%
Total	1,943,254	99,239	5.1%

Language-Specific LEP Data – Households
The most spoken non-English languages in LEP households are:

- **Spanish:** 34,318 households (15,811 in Marion alone)
- **Asian & Pacific Island languages:** 5,074 in Marion; ~2,239 in Hamilton
- **Chinese:** 1,733 in Hamilton; 1,154 in Marion
- **Arabic:** 1,222 in Marion
- **Tagalog (Filipino):** 1,220 in Marion
- **Vietnamese:** ~400 in Marion

Language-Specific LEP Data – Individuals 5+
This dataset reinforces both language prevalence and variation by geography:

- **Marion County:** Spanish (43,123), Chinese (2,926), Arabic (1,299), Tagalog (1,232), Other Asian (9,194)
- **Hamilton County:** Spanish (4,345), Chinese (2,307), Arabic (1,440), Other Asian (2,307)
- **Hendricks, Johnson, and Madison Counties** each show more than 1,000 LEP individuals speaking Asian or Indo-European languages
- **Boone and Shelby Counties** show smaller but concentrated LEP communities, primarily Spanish-speaking

The USDOT does not provide a threshold for the percentage of a county that is LEP before providing language access services is needed, but LEP guidance from the US Department of Justice references "safe harbors", which recommends that written translations of vital documents be created by the recipient (IMPO) for LEP language groups that make up 5% or 1,000 people of a defined area likely to be served, affected, or encountered. If the LEP language group is under this threshold or less than 50 people, the recipient (IMPO) does not need to translate the materials but must provide written notice in the primary language of the LEP group of their right to oral interpretation free of cost.

Factor 2: The frequency with which LEP individuals come in contact with the program.

Planning
The IMPOs planning activities include public engagement as a component of the decision-making process. During

this process, LEP persons may come into contact with public notices, invitations to participate (online and in person), and draft plans for review and comment. Plans affecting Marion, Shelby, Hamilton, Boone, and Hendricks counties are most likely to engage Spanish-speaking LEP persons.

These plans include the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Public Involvement Plan (PIP), Title VI Policy, Regional Active Transportation Plan, transit planning efforts, and Local Public Agency (LPA) planning projects. Historically, the IMPO has provided the following services to LEP individuals:

- provided a voicemail number on all public notices and meeting announcements that has a greeting spoken in both English and Spanish,
- directed phone calls from Spanish speaking people to a Spanish-speaking member of staff who reviewed the message and returned the calls,
- hired a translation service provider to translate during virtual, phone, or in-person conversations, and to translate written materials as requested,
- offered and supplied language translators at public meetings,
- converted a large text document into an audio file for the visually impaired, and
- translated some of the more heavily used or core document written materials into Spanish.

Programs
Programming includes funding transportation projects like sidewalks, multi-use paths, travel lanes, bridges, roundabouts, road construction. Funding for these projects is awarded to LPAs, who work with their staff and consultants to design and construct the project. It is unlikely that the IMPO would come directly into contact with a LEP person in the course of project work, but the LPA and/or their consultant may during any public outreach component of a project or if a project involves acquiring temporary or permanent easements or right-of-way from a LEP property owner.

Partnerships
The IMPO relationships with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA) can create instances where LEP persons may encounter programs funded, in part, with IMPO allocated resources. As a separate federal funding recipient, IndyGo maintains its own Title VI policy and Language Access Plan (LAP) as part of its Public Engagement Plan (PEP) and has resources available online and at the Julia M. Carson Transit Center in Spanish. As a federal funding sub-recipient, CIRTA has its Title VI notice online in four languages other than English, including Spanish.

Educational campaigns for transit, bicycle, and pedestrian planning, Safe Routes to School, Knozone Action Days, and similar topics are other opportunities for LEP populations to encounter the IMPO, directly or indirectly.

Factor 3: The nature and importance of the program, activity, or service provided by the recipient to people's lives.

IMPO programs, activities, and services may have a positive or negative impact on the lives of LEP pesons in central Indiana, and the impact may range from minimal to significant depending on the program, activity, or service.

The IMPO often creates or participates in planning activities that intent to alter the long-term course of transportation and land use in the region. This includes plans like the Active Transportation Plan, which consolidates the various pedestrian and bicycling efforts of LPAs in the region and adds recommended regional priorities to project implementation, or funding local area planning activities, like comprehensive plans, thoroughfare plans, corridor studies, and other activities that can affect the LEP population's access to jobs, healthcare, housing, etc. The potential impact of these activities on people's lives are often long-term and could change over time, making these impacts important, but somewhat indirect.

However, through funding projects, the impacts of the IMPO may be more significant and have an immediate financial impact on LEP persons, either positive or negative. These could include:

- Changing (adding or decreasing) bus routes, frequency, or stops.
- Adding bike lanes or sidewalks, multi-use paths or trails.
- Removing parking or travel lanes to accommodate shared transportation or multi-modal infrastructure.
- Adding travel or auxiliary lanes.
- Property acquisition (temporary or permanent easements, purchasing ROW, or fee-simple property acquisition) to accommodate transportation system changes.
- Installing sound walls.
- Changing interchange/intersection configurations.
- Changing traffic patterns, which may increase or decrease access to, or the time it takes to reach, jobs, school, and basic services.
- New road construction.
- Creating opportunities for contract work or working for contractors.

Factor 4: The resources available to the recipient and costs.

The IMPO has resources available to accommodate LEP persons, but the acceptable range of costs vary. If a service is directly requested, the IMPO will consider the cost and potential impact of options available to accommodate the request. If an unrequested option is expected to have little impact, the IMPO will consider the other three factors in determining accommodations.

Recent and/or ongoing accommodations made by the IMPO include:

- Contracting with engagement specialists as needed on a project-by-project basis to engage with traditionally underserved people, including the LEP population.
- Providing a voicemail number on advertised materials with greetings in English and Spanish.
- Translating surveys (on a project-by-project basis) into Spanish and Haitian Creole to facilitate participation in public input opportunities by LEP readers.
- Maintaining a Spanish language page on the IMPO website.
- Contracting to provide written, phone, or in-person translation services as needed.
- Converting a written Transit Plan into an audiobook for visually impaired people.
- Translating core or topically-applicable IMPO documents into Spanish and distributing them during community events that center around Hispanic/Latino heritage or to agencies who regularly engage with LEP persons.

Ultimately, there are limited areas of concern for LEP in the Indianapolis MPA and it is not practical to provide all services in Spanish (or other languages besides English) for all programs, projects, and services. Additional steps the IMPO is taking to engage the LEP population for critical programs, projects, and services are included in the Language Access Plan (LAP).

Language Access Plan
To improve access to IMPO programs, projects, and services, for LEP persons, the Indianapolis MPO will implement the following activities to the extent practical:

- Maintain a Spanish language webpage on the Indianapolis MPO website that includes critical documents like the Title VI policy and complaint form, the Public Involvement Plan (PIP), a summary of the Metropolitan Transportation Plan (MTP), and the IMPO Fact Book. The IMPO will provide services using qualified translation and/or

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Indianapolis, IN 46204-2526

indympo.org

Engagement Toolkit

This Toolkit is a companion piece to the Public Involvement Plan (PIP). It is not up for approval and is a living document that we will update as needed with new techniques and tools.

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MPO INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

ENGAGEMENT TOOLKIT

ENGAGEMENT TOOLKIT ENGAGEMENT TOOLKIT

WHAT IS THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (IMPO)?

The Indianapolis MPO plans for and distributes transportation funds for roads, transit, bikeways, trails, and sidewalks to move people and goods in Central Indiana. Established in 1972, the IMPO has grown to include more than 35 members representing cities, towns, counties, and other transportation agencies within the Metropolitan Planning Area (MPA). The MPA is the Urbanized Area (UA) of Central Indiana (the areas that are already mostly developed) plus the areas that are expected to urbanize over the next 20 years.

ORGANIZATION FOCUS

A CONTINUING, COOPERATIVE, AND COMPREHENSIVE PLANNING PROCESS

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

CORE PILLARS

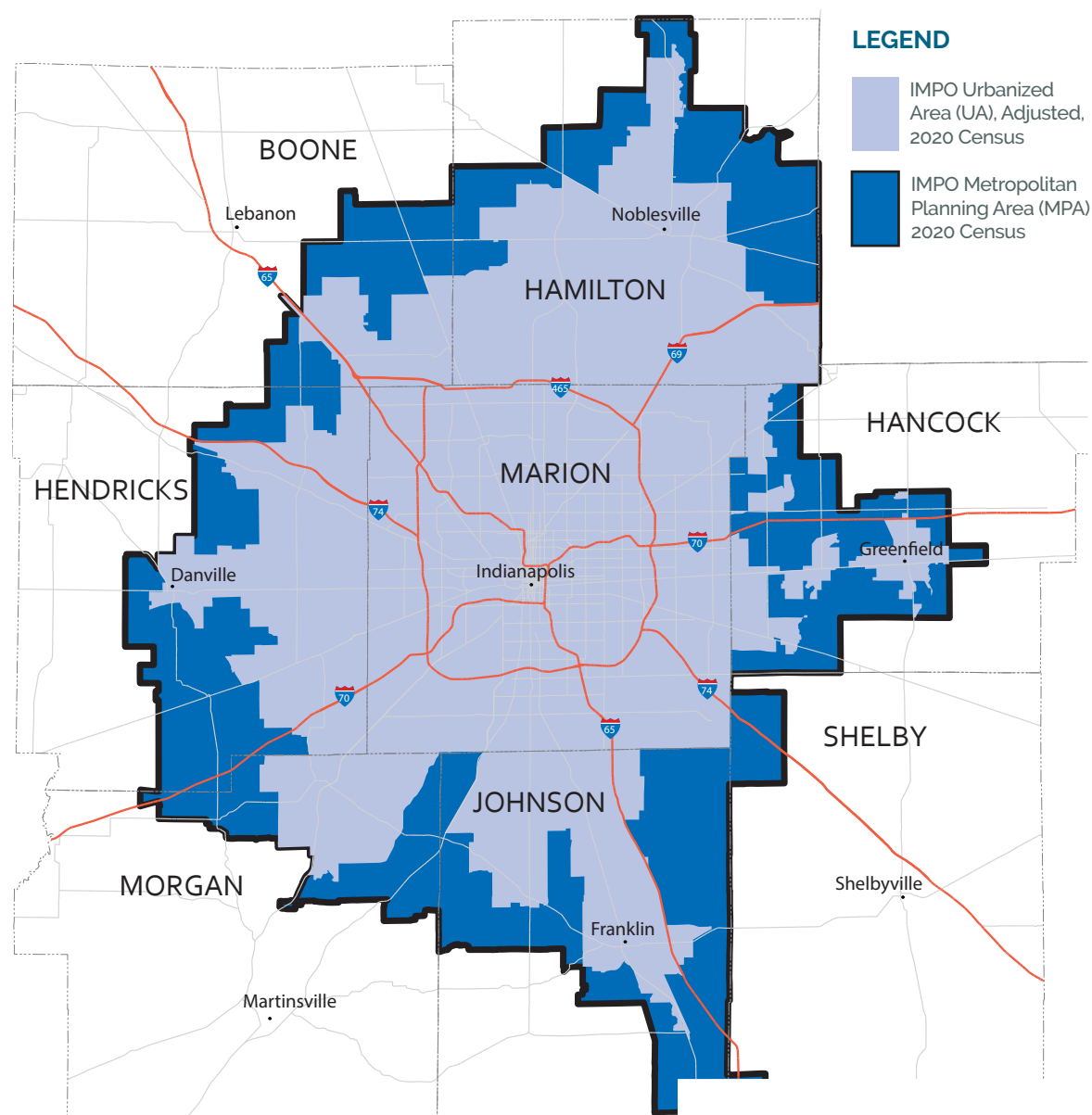**Convene:** Bring experts and community members together

Inform: Provide reliable data to support planning and policy-making

Plan: Create and adopt infrastructure plans and track their implementation

Fund: Fund regionally-significant projects

LEGEND

IMPO Urbanized Area (UA), Adjusted, 2020 Census

IMPO Metropolitan Planning Area (MPA) 2020 Census

PURPOSE

Community engagement is at the center of effective planning. The Metropolitan Planning Organization (MPO) serves many different communities, and their voices and experiences are key to shaping projects that are fair and useful for everyone. This toolkit is meant to be a hands-on guide for staff, partners, and community leaders. It shows clear steps, simple techniques, and helpful tools to make public involvement easier, stronger, and more inclusive.

This guide highlights that engagement is not the same in every situation. To do it well, you need to make careful choices, stay flexible, and commit to hearing from a wide range of voices. This toolkit a roadmap for building trust, making better decisions, and ensuring every voice has the chance to help shape the region's future.

HOW TO USE THIS TOOLKIT

The toolkit is designed to walk you through different engagement methods and show why each one works, when it should be used, and which audiences it serves best. It also provides checklists and planning tools to help you prepare activities and ensure events are accessible. Along the way, you will find reminders to include translation services, offer accommodations, and even provide compensation to respect people's time and needs. By following these steps, you will be better equipped to plan ahead, carry out engagement with confidence, and evaluate results to measure success.

What This Toolkit Provides:
- Step-by-step instructions for choosing and using engagement techniques.
- Clear explanations of tools that gather feedback, build awareness, and strengthen trust.
- Advertising strategies to reach more people through social media, radio, newsletters, and community partners.
- Practical tips to make meetings more interactive and inclusive.

Why It Matters:
- Strong engagement makes projects more transparent and fair.
- Listening early helps uncover challenges before they grow.
- Community members are more likely to support and trust projects when they feel heard.
- Effective engagement builds long-term relationships that improve planning across the region.

PREPARING

ENGAGEMENT PLANNING WORKSHEETS

Accessibility Checklist

- ☐ **Is there accessible public transit?**
- ☐ **What assistance can be provided for people with disabilities?**
- ☐ **Can people with disabilities use the main entrance?**
  If not, make sure to note where they can enter in all advertisements.
- ☐ **Does the meeting venue have restrooms suitable for all attendees including those with disabilities?**
- ☐ **Are there elevators if the meeting room is not on the main floor?**
- ☐ **If food/snacks are provided, are they allergy friendly?**
- ☐ **Do you need an interpreter for the meeting?** *(large LEP population expected?)*
- ☐ **Translate materials**

SCAN TO ACCESS:
CHECKLIST FORM

Pre-Planning & Implementation Plan for Engagement

- What engagement activities need to happen?
- Who is responsible for creating the activities?
- Who is responsible for facilitating the activities?
- What are the staffing/capacity needs?
- What resources are needed? (translation, boards, etc)
- What are success measures? (How will we know we have been successful?
- When does this need to be done?
- How will feedback be incorporated?

- How will this be advertised?
- Why is this important?
- What community partners should be involved and how?
- Who are stakeholders in the process? *(general public, certain racial/ethnic groups, advocacy groups, businesses, developers, decision makers, specific neighborhoods)*
- Key dates for public involvement
- Press release?

SCAN TO ACCESS:
PLAN FORM

TECHNIQUES

MEETING IN A BOX

What: A public engagement technique designed for community groups, neighborhood associations, or friends to gather at a convenient time and location to share their opinions about a plan or project in their community. Participants are given a kit that contains everything needed to hold a meeting/discussion on their own.

- Instruction sheet for host/facilitator
- Discussion questions
- Worksheets for participant responses
- If appropriate, maps with sticky dots or post-it notes for comments

Kit can be completely paper based, downloadable, and posted on a project website for any interested individual or organization to use or can be mailed or dropped off by IMPO staff. If mailed, include return packaging and postage to return to the IMPO.

Kits are usually distributed in a limited number *(select a few organizations to partner with)*

Why: Effective technique because it leverages social connections that already exist in a community. Residents are more likely to participate and engage with a familiar organization or community member than an agency that might be perceived as an "outsider" to the community.

When: most effective when soliciting detailed feedback from community members. Meeting in a Box encourages small group conversation and discussion, often associated with a deeper level of engagement. Can also be used to distribute surveys and collect more quantitative data as well.

Audience: has abroad appeal to a variety of audiences but most effective in areas with high civic participation rates or very active organizations.

Effort: Significant effort up front to develop materials for the kit. Depending on complexity and the specific project and type of materials, upfront time investment could be a few days to a few weeks. Investment of time to publicize and partner with organizations/groups to run the meeting.

- Social media, partner organizations, earned media help recruit groups
- Once kits are distributed, there is almost no staff time required
- Possible occasional trouble shooting or responding to questions from participating groups
- Upfront time investment, but little ongoing time required
- As kits are returned or the deadline passes, moderate time investment to create a combined feedback summary

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EXAMPLES OF KITS

City of Evanston
ILLINOIS
www.youtube.com/watch?v=4SgFwySb29w

City of Victoria
BRITISH COLUMBIA
engage.victoria.ca/ocp/news_feed/meeting-in-a-box

City of Edina Climate Action Plan
MAPLEWOOD, MINNESOTA
palebluedot.llc/edina-cap-meeting-in-a-box

City of Fort Lauderdale
FLORIDA
https://www.youtube.com/watch?v=ThrosdAK2Xs

KITS CAN ALSO INCLUDE OTHER MEETING MATERIALS SUCH AS

Project Posters // Post-its // Stickers

Other materials relevant to the specific meeting design of the kit

DEPENDENT ON TYPES OF MATERIALS IN THE KIT COSTS CAN VARY, CONSIDER:

PROFESSIONAL PRINTING
(higher costs, but still budget-friendly)

MAIL PACKAGING, POSTAGE

DOWNLOADABLE
(least expensive)

OPEN HOUSE

What: Buffet-style meeting where guests can drop in at any time and talk one-on-one with the project team/staff at various stations. This informal setting for the public to gain information about a specific project/plan has no set formal agenda, and allows the public to get information at their own pace.

Attendees are encouraged to offer opinions, comments, and preferences to staff (orally or in writing). Usually, different stations that offer information and/or have feedback activities or promptsare setup to maximize group setting engagement.

Why: A casual format allows direct connection with attendees, and allows for offering input than they would in a more formal setting.

You're also able to break down projects into parts at each station allowing attendees to focus on specific aspects that interest them or are more important to them. More flexibility for participants is to attend is key, since it is come and go as you can for a set time period (a couple hours, an entire day, etc).

When: Communicating the complex, large-scale, and multifaceted plans to the public requires a strategy that prioritizes public engagement. This approach is ideal for gathering feedback, both general information and specific insights. This interactive method helps shape plans still in development.

Audience: Actively encourage attendance of those who will be impacted by the projects/plans (businesses, property owners, local residents, etc)

Effort: Ensure a successful event by focusing on:
- Creating materials for each station
- Advertising – attendance is important and a lot of the effort should be put into getting people to come
- Training staff on each station

Cost: Minimal to moderate, things to consider:
- Space rental
- Audio/Visual equipment
- Advertising the meeting
- Developing materials for the meeting *(posters, handouts, supplies, etc.)*
- Refreshments
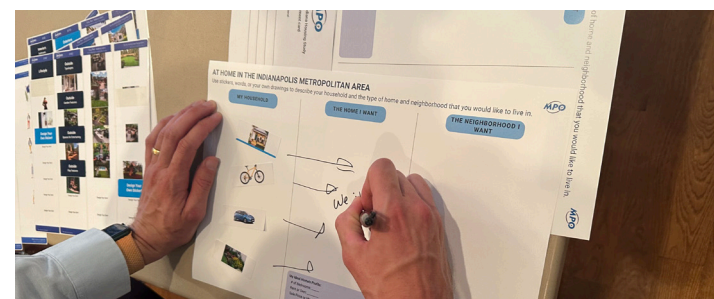
POP-UP MEETINGS AND TABLING

What: A way to engage the public by bringing the meetings to where the people already are, rather than asking them to go out of their way to come to a meeting at a specific location.

Often short interactions with people, and can be simply informative distributing brochures/handouts, displaying posters to more participatory like surveys, activity board, etc.

- **Consider:** Including a demographics sheet. Optional to fill out, helps balance results. Race, ethnicity, income, zip code, etc.

Why: People are busy and it is difficult to find time to go to a public meeting, and this format allows you to attend gatherings/events that are heavily trafficked such as farmers markets, trails, community events.

Not one and done. It can be moved to different events allowing for multiple meetings in different areas.

When: Want to distribute information or solicit feedback without having to garner participation. An opportunity to advertise specific projects.

Audience: Pop-ups/tabling attracts participants who often would not otherwise be able to contribute or be aware of the opportunity to contribute.

- **Consider:** Is the event in a neighborhood that has a large limited English proficiency (LEP) speakers and need to translate materials and have an interpreter present

Effort: Will vary depending on:
- Materials being developed or distributed
- Number of events and locations

Cost: Minimal, things to consider:
- Booth space
- Refreshments
  (optional)
- Printing of materials
  (informational brochures or interactive activities)
- Giveaways/swag
- Translations/Interpreter

FOCUS GROUPS/COMMUNITY CONVERSATIONS

What: A group session enabling conversational feedback. Usually in partnership with communities and/or neighborhood associations.

Why: Not just informative, but allows for the community to feel empowered and confident that their voices are heard. An interactive approach designed to gather detailed input, or included in an existing group meeting/gathering.

When: Can be used to initiate a cycle of input.
- Feedback from community, report back outcomes later as the project develops)

Audience: Can be used for audiences that will feel more comfortable sharing personal opinions in small group settings.
- **Example:** GREAT WAY TO ENGAGE YOUTH
  - Back-to-School day
  - Class registration day
  - Impact Teen Drivers: *impactteendrivers.org/indiana*
  - IG school partnership program *(bus passes for kids)*

Effort: Will vary depending on:
- Recruit participation *(neighborhoods, youth groups, etc)*
- Coordination with group
- Developing discussion prompts or activities
- Live polling works well
- Finding a meeting location

Cost: Minimal, things to consider:
- Possible cost for space
- Any materials needed
- Refreshments/snacks

LISTENING SESSIONS

This method is similar to a focus group or community conversation, but it's more open-ended and flexible.

It involves partnering with community organizations to host listening sessions and attract participants. The main goal is to listen to what community members have to say rather than just sharing information. This approach helps gather a wide range of ideas and gives community members confidence that their voices are heard.

You might use this method when you need more diverse opinions or insights, especially for long-term planning like the MTP or other future projects. It's a good way to engage people who may feel more comfortable sharing their thoughts in small groups, including youth.

THE COSTS ARE USUALLY MINIMAL, MOSTLY FOR REFRESHMENTS AND MEETING SPACE.

STREET TEAMS

What: Often vendor based, these small teams that are able to focus on attending events, specific types of businesses, locations like trailheads, on buses

Why: Greater geographic reach using fewer IMPO staff members if a vendor is hired to target specific geographic areas to get input in surveys.

When: Needing to reach a specific area of the region, or widespread reach, when there is an online or paper survey to complete, or if budget allows for hiring a vendor to get the reach needed.

Audience: Places where people who don't often engage with the IMPO might gather (salons, bodegas, community centers, health fairs, cultural festivals, etc.)

- **Consider:** General public in places with high foot-traffic
  (town centers, shopping centers, libraries, etc.)

- **Example:** GIVE OUT SURVEYS ON BUSES
  - Coordinate with Transit Ambassadors

Effort: Will vary depending on development of a survey, hiring or training a vendor.

Cost: Can be costly, things to consider:
- Vendor rate and number of locations needed to visit
- Printing information on special cards or fans
- Give-away items or interactive equipment to attract attention
- Survey tool subscriptions

VIRTUAL MEETINGS AND WEBINARS

What: Meeting on Zoom or other online conference call platform. (Use Webinar setting to avoid potential inappropriate images etc.). Often should prepare a slide deck with information and allow time for questions/comments.

Why: Removes barrier for transportation to a meeting. Reduces the amount of time to get to a meeting making it more accessible. Oftentimes it can be a more accessible option allowing for different times of the day and meeting with people from different communities at once.

- Provides flexibility to offer multiple repeat opportunities on various days of the weeks and times of days to reach more people without physical travel

When: Good option to allow for multiple meetings at different times/days. When the meeting is about something not location specific and need to have a full region-wide reach of feedback.

Audience: Can reach people not able to travel as easily to a meeting whether because of location, time constraints, or other abilities.

Effort: Minimal, will vary depending on:

- Need meeting platform
- Prepare slide deck
- Could use live polling and QR codes to share online surveys or comment forms

Cost: Minimal, things to consider:

- Subscription to online platform and possibly live polling tool.

TOOLS

LIVE POLLING ON-SITE

Using software in IMPO slideshow presentations that allows the presenter to request live feedback from the audience, which they can provide with their own smart device or one provided to them if requested

- **Example:** Poll Everywhere

ONLINE SURVEYS

- Multiple choice, etc.
- Pin-drops on maps to add comments
- Prioritizing recommendations or concerns
  - **Example:** MetroQuest, Survey Monkey, Survey123

INTERACTIVE ACTIVITIES

- Maps to mark up
- Prompts where participants can vote with sticky dots, add comments on post-its, drop a chip in the bucket, etc.
- Surveys using provided tablets or paper

COMPENSATION

- Bus passes
- Swag like bike gear (lights, etc.) – something useful
- Gift Cards

ADVERTISING

SOCIAL MEDIA (PAID OR NOT)

- **Organic reach:** scheduled posting, tagging partners, etc.
- **Paid reach:** advertisement, sometimes directed toward audiences specifying age, location, interest, or other characteristic

PRINT/ONLINE ADVERTISING

- Local Magazines
- Newspaper advertisements
- Newspaper letters to the editor (unpaid)
- Local online blogs

RADIO ADVERTISING

- **Airwave:** local radio stations
- **Streaming:** Pandora, Spotify, etc.
  - **Examples:** AM 1310 [for others, maybe look at station advertising packages for the audiences that make sense]

PARTNER ORGANIZATION SHARES

- newsletters, socials
- develop a share kit with draft language and media
- Make it as simple as possible for organizations to copy/paste into their newsletters or social media platforms

TEMPO NEWSLETTER

- organic reach
- encourage people to sign up for project updates, etc.
- include public input opportunities
- actions to reduce emissions and air pollution.

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION