

2026-2029

INDIANAPOLIS METROPOLITAN  
PLANNING ORGANIZATION

# Transportation Improvement Program

INDYMPO.GOV



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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.

Information from this document may also be provided in other formats and languages for viewing online or in-person at our offices. For more information contact staff at [info@indympo.gov](mailto:info@indympo.gov) or 317-227-5108 or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204.

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## ABOUT THE IMPO

A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded regional planning organization. Federal regulations require every urbanized area with a population of 50,000 or more (as defined by the US Census) to have a designated MPO. With the collaboration of local governments, MPOs complete a “continuing, cooperative, and comprehensive” transportation planning process for the region they serve. By completing this process, MPOs are eligible to receive and distribute federal funds to complete regional planning processes and fund local infrastructure projects.

The Indianapolis Metropolitan Planning Organization (IMPO) is the designated MPO for Central Indiana. The IMPO develops short and long range plans to support local governments and advance the region’s goals in transportation, housing, safety, and other quality-of-life issues. The IMPO also tracks and distributes certain transportation funds to local governments in the region for roads, transit, trails, and other means of moving people and goods around Central Indiana.

The IMPO planning region includes nearly 1,520 square miles, 42 government jurisdictions, and approximately 1.78 million residents. The IMPO planning process is a collaborative approach including community members, and is governed by boards and committees made up of elected and appointed officials from across the region as well as partner organizations who plan for and/or provide transportation services within the region. The IMPO’s financial operations are governed by the Executive Committee. The IMPO’s transportation functions are approved by its Transportation Policy Committee with support from the Transportation Technical Committee.

## Our Vision

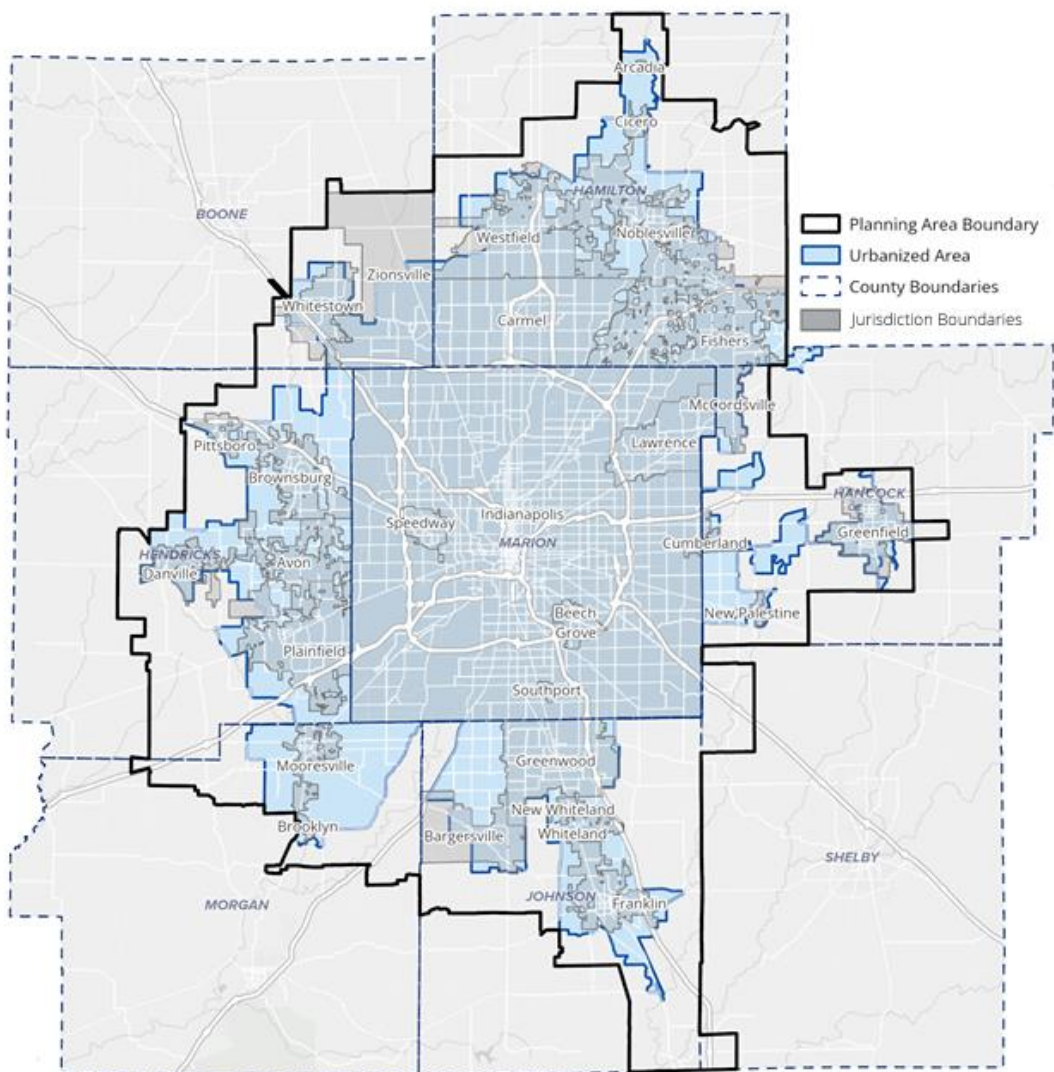
Our vision is one in which Central Indiana will thrive as we continuously improve our built environment and expand economic opportunities for all residents. The IMPO is built around four core pillars:

1. Convene (bring experts and community members together)
2. Inform (provide reliable data to support planning and policymaking)
3. Plan (create and adopt infrastructure plans and track their implementation)
4. Fund (fund regionally significant projects)

## OUR PLANNING AREA

The IMPO plans for and programs funding within a specific area, known as the [Metropolitan Planning Area](#) (MPA). The MPA includes the urbanized area of Central Indiana (the areas that are already mostly developed, identified on the map by the Urbanized Area Boundary - UAB) plus the areas that are expected to urbanize over the next 20 years. This planning area covers Marion County and parts of Boone, Hancock, Hamilton, Hendricks, Johnson, Morgan, & Shelby Counties.

**THE IMPO URBANIZED AREA (UA) AND METROPOLITAN PLANNING AREA (MPA)**







## AGENCIES IN OUR PLANNING AREA

### 8 COUNTIES

Boone, Hamilton, Hancock, Hendricks, Johnson, Marion, Morgan, and Shelby.

### 22 TOWNS

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

### 12 CITIES

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



### PLANNING PARTNERS

IndyGo, CIRT, INDOT, Federal Highway Administration, Federal Transit Administration, Indianapolis Airport Authority, Ports of Indiana, Indiana Department of Environmental Management, Madison County Council of Governments, and Columbus Area Metropolitan Planning Organization.



# TRANSPORTATION PLANNING DECISION-MAKING

Almost every facet of our daily life is affected by transportation. From goods arriving at our doorstep to our daily commute, transportation plays a central role in our lives. Transportation can provide opportunities but can also create barriers. Transportation planning seeks to understand how people and goods move around our region, and what projects are needed to meet each community's diverse needs. The IMPO's transportation planning work is supported by its committees made up of elected officials and appointed staff from local public agencies like cities, towns, and counties and planning partners like IndyGo and INDOT. These committees guide and govern the IMPO's transportation planning work. The IMPO has three committees including the Transportation Technical Committee, the Transportation Policy Committee, and the Executive Committee.

The Transportation Technical Committee is made up of planners and engineers who provide expertise on proposed transportation policies and plans. The members of this committee are directly involved in the transportation planning in their communities and serve in an advisory capacity to the Transportation Policy Committee.

The Transportation Policy Committee establishes policy for the planning and implementation of transportation plans and programs. Final approval or adoption of regional transportation plans and policies is also the responsibility of the Transportation Policy Committee. The members of the Transportation Policy Committee are typically represented by the highest elected official (such as the mayor or county commissioner) or an appointee (such as an engineer or planner) from local public agencies (typically cities, towns, counties, and transit agencies). The Executive Committee, whose role is to oversee the operations of the IMPO such as the annual budget and contracting, is comprised of members elected from the Transportation Policy Committee.

Federal legislation also governs the IMPO's funding programs. Current legislation continues the requirement that a Transportation Improvement Program (TIP) endorsed by the Metropolitan Planning Organization be a prerequisite for the approval of certain federal transportation funds to flow to the region.

## ABOUT THE TIP

The Transportation Improvement Program (TIP) is a federally required, four-year plan for tracking and funding transportation improvements across the MPO's planning area. By maintaining an active TIP, the IMPO remains eligible to receive and distribute certain federal funds. This TIP tracks approximately \$1.7B in funding and distributes approximately \$60-70M each year to local public agencies for local transportation improvement projects (roads, bridges, trails, transit, etc.) in the IMPO's planning area.

### Project Tracking with the TIP

The TIP outlines the schedule and tracks federal transportation investments in Central Indiana between 2026-2029. It also includes projects deemed "regionally significant" for air quality during this period regardless of funding source and any projects funded with any MPO-managed funds. The TIP is programmed based on forecasts provided by INDOT from the Infrastructure Investment and Jobs Act. Revenue projections programmed between 2026 and 2029 exceed the projected expenditures for transportation improvement projects to ensure the TIP is fiscally constrained.

Projects are developed in partnership with the Indiana Department of Transportation (INDOT), regional transit providers, local governments, and with input from residents. The IMPO also collaborates with INDOT to align with the State Transportation Improvement Program (STIP).

#### Included

The TIP includes all projects using IMPO-managed funding programs or any funds allocated to Central Indiana by the Federal government to support transportation infrastructure investment (roads, bridges, buses, trails, etc.). These funds are generally "passed through" the State's Department of Transportation (INDOT).

#### Included

The TIP includes all projects that are considered "regionally significant" for air quality purposes regardless of how they are funded. These projects are considered "non-exempt" from air quality analysis and require a specific analysis to assess their potential pollution and compliance with air quality standards. This includes capacity expansion projects like a new interstate interchange or the widening of a roadway that could significantly impact air quality. It may also include beneficial air quality impact projects such as major transit improvements.

#### Not Included

Projects using non-IMPO managed funds (local taxes, state funds, etc.) that are not "regionally significant" for air quality are not included in the TIP. Most local projects will not be included in the TIP.



All projects in the TIP can be viewed on the IMPO's online TIP database known as MiTIP (<https://mitip.indympo.org>). Information from MiTIP may also be provided in other formats and languages for viewing online or in-person at our offices. For more information contact the IMPO at [info@indympo.gov](mailto:info@indympo.gov), call 317-227-5108, or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204, Monday through Friday from 8:00 AM to 4:00 PM.

## MiTIP

Check out the MPO's interactive MiTIP portal for information on, and maps of, federally funded projects across the region

VISIT MITIP

The TIP changes over time as projects get delayed, advance quicker than anticipated, and costs change. Large or significant changes in cost or scope require the approval of the IMPO Transportation Policy Committee through a "TIP amendment". The TIP is formally amended six times a year. After IMPO approval, amendments proceed through an approval process with INDOT's STIP and FHWA. Amendments for projects regionally significant for air quality (non-exempt projects) require additional steps before being amended into the STIP. The IMPO can administratively approve modifications for small changes to existing projects.

## Relation to the Metropolitan Transportation Plan (MTP)

The projects in the TIP must also be consistent with the region's twenty-year vision for transportation known as the [Metropolitan Transportation Plan](#) (2050 MTP). While the MTP sets long-term plans and goals, the TIP is meant to bring the MTP to life in the short term.

Projects that may impact air quality (such as road expansions or major transit projects) cannot be funded in the TIP if they are not already approved in the MTP. Additionally, the MTP sets goals for how much of the region's funding should go to different types of projects known as "resource allocation goals".

## Fiscal Constraint and the TIP

Federal regulation requires that the TIP include "system-level" cost estimates and revenue sources that can be reasonably expected to be available to operate and maintain the region's transportation system. Put simply, these projects are not a wish list but are reasonably expected to be completed with commitments from their lead organizations.

The TIP includes financial information, developed in cooperation with partner agencies that provides details of reasonably expected revenues from public and private sources, as well as planned expenditures that demonstrate that the program is financially constrained. The overall TIP, as well as each funding program, is financially balanced based upon reasonably expected revenues for state fiscal years (SFYs) 2026 through 2029. More information on fiscal constraint is available in the appendix.

## EXAMPLE PROJECTS

Each TIP contains four years of projects with detailed information on cost, funding years, timelines, lead agency, and other key details. Below are examples of types of projects included in the current or past TIP. For current projects visit <https://mitip.indympo.org>



### **BOONE COUNTY - BRIDGE #202 REHABILITATION**

This 2020 project was included in the 2020-2023 TIP because it included funding support from the IMPO. The IMPO provided \$1.7M to support the construction and construction engineering phases of this bridge rehabilitation project. Boone County provided a 20% local funding match for those phases and fully locally funded the preliminary engineering and right-of-way costs.



### **INDOT - I-69 PROJECT**

This project does not include any funding support from the IMPO but is still required to be in the TIP because the project includes federal funds and because it is an added road capacity project and therefore “regionally significant” or “non-exempt” for air quality.

This project is included 2026-2029 TIP because it includes funding in 2026, 2027, and 2028.

## PROJECT FUNDING WITH THE TIP

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. To select projects to receive the IMPO's funding, the IMPO issues an annual "call-for-projects".

During the call-for-projects, local public agencies choose projects to submit for consideration by completing a data-driven application and committing to locally fund a portion of the project cost. Typically, the MPO funds up to 80% of construction and construction engineering costs with a 20% local match from the local public agency. The local public agency provides 100% of the funding for preliminary engineering, right-of-way acquisition, and other project costs.

The IMPO reviews all applications and develops a list of projects recommended for funding. This recommendation list is guided by the allocation goals of the Metropolitan Transportation Plan, the requirements of federal transportation programs, and the scores of projects ranked through the IMPO's TIP project selection (scoring) criteria. The recommendation list is then reviewed, amended as needed, and adopted as a TIP amendment by the Transportation Policy Committee.

## Allocation Goals and 2050 Metropolitan Transportation Plan (2050 MTP)

The 2050 CIRCLE Metropolitan Transportation Plan (MTP) "resource allocation goals" are used to determine the distribution of IMPO-managed funds to different types of projects including allocations for intersections, road & road geometry, roadway expansion, bridge preservation, transit, and bike & pedestrian projects. While the MTP also includes an "operation and maintenance" category, the TIP does not fund operations or maintenance; therefore, this allocation is proportionally distributed to other goals.

Within the MTP, the resource allocation goals act as a goal to develop a financially constrained plan and future vision. For the TIP, the resource allocation goals are used to bring the MTP to life in the short term. The goals are used within the TIP process to develop project funding recommendations that align with the goals. In short, the *MTP Goal* column is used for financial projections and goal setting in the MTP whereas the *Adjusted TIP Goal* column is a goal used for distributing IMPO-managed funds.



Circle 2050 MTP Allocation Category	MTP Goal	Adjusted TIP Goal
Roads and Road Geometry	8%	10%
Intersections	21.5%	26%
Bridge Preservation	16.5%	20%
Bike and Pedestrian	8%	10%
Transit	10%	12%
Roadway Expansion	18%	22%
Operations and Maintenance	18%	0%

## Roads and Road Geometry

This category includes a wide variety of significant road projects including road reconstructions, road rehabilitations, streetscape projects, resurfacings, lane reduction road diets, geometric changes (medians, curb extensions, etc.), segment-wide safety projects, traffic calming, and similar roadwork projects. This category does not include simple road maintenance such as filling potholes or road striping.

## Intersections

This category includes any intersection project including roundabouts, signalization improvements, intersection sightline improvements, intersection turning lane improvements, intersection safety improvements, and other intersection-focused projects.

## Bridge Preservation

This category includes projects such as bridge rehabilitation to keep bridges in states of good repair or full bridge replacements.

## Bike and Pedestrian

This category includes projects dedicated to people walking, rolling, or biking including trails, trail bridges, safe routes to school, pedestrian safety projects like sidewalk or sidewalk crossing improvements, and similar projects.

## Transit

This category includes projects such as transit stops, signal improvements for transit, and transit vehicles such as bus purchases. The transit category also includes transit programming such as carpool programs.

## Roadway Expansion

This category includes projects to increase road capacity such as adding lanes to existing roads or building entirely new roads.

## IMPO-Managed Funding Programs

When local public agencies apply for IMPO-managed funding, they apply under one of the federal programs authorized by the Infrastructure Investment and Jobs Act (IIJA). The Act distributes several key funding programs to MPOs but each program has limits on what type of projects can be funded using those funds and on what type of road or facility those funds can be used. Typically, road projects applying for these federal funds must be on a facility that is listed on the Federal Aid functional classification system as a minor collector or higher. The appendix offers more details on the projects eligible for each of these funding sources.

### Surface Transportation Block Grant (STBG)

STBG funds are the largest source of federal funding for the IMPO and are also the most flexible. These funds may be used for road, transit, bike, and pedestrian projects, Intelligent Transportation Systems, resiliency improvements to protect infrastructure, planning programs, planning initiatives, and many other project types.

### Highway Safety Improvement Program (HSIP)

HSIP funds may be used to implement proven safety projects including many types of projects like roundabouts, traffic calming to reduce vehicle speeds, pedestrian infrastructure to make crossing the street safer, guardrails, signage, priority control systems for emergency vehicles, rumble strips, railway crossing safety features, or safe routes to school.

### Congestion Mitigation and Air Quality (CMAQ)

CMAQ is a program meant to improve air quality and reduce congestion including projects that support a shift in modes from single occupancy vehicles to other options like transit, carpool, carshare, and bike projects. It may also fund road projects that reduce congestion without adding capacity (and thus avoiding induced demand) such as roundabouts or traffic signal improvements. It may also fund programs that improve air quality such as subsidized transit fares, rideshare programs, or provide support for EV charging stations or diesel retrofits.

### Carbon Reduction Program (CR)

The CR supports projects that reduce transportation carbon dioxide pollution including better traffic management or traffic flow (such as a roundabout), energy-efficient street lighting, electric vehicle charging, public transportation, or bike and pedestrian infrastructure. This program is currently scored under the CMAQ scoring due to the similarity of the programs.

### Transportation Alternatives (TA)

The TA program supports active modes of transportation including most bike and pedestrian projects like trails, sidewalks, shared-use paths, pedestrian lighting, and safe routes to school. This program may also fund some more non-transportation projects including certain historic preservation or tourism projects.

## Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

The PROTECT program provides funding to ensure surface transportation resilience to natural hazards such as flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience, and evacuation routes. This program is typically added to the STBG allocation to support projects under that program.

IMPO-managed funds make up only a small part of the overall TIP providing approximately \$60-70M per year to local public agencies. Currently, the Surface Transportation Block Grant (STBG) is the largest funding source accounting for approximately 62% of funding followed by CMAQ (11%), HSIP (9%), TA (9%), CR (7%), and PROTECT (3%).

## Federal Funds Exchange Program

A legislatively approved formula is used by the Federal Highway Administration (FHWA) to distribute certain funding programs to each state. Each state Department of Transportation (DOT) then distributes these federal funds to MPOs.

In August 2020, the IMPO signed an agreement with the Indiana Department of Transportation (INDOT) to exchange the IMPO's full annual allocation of federal transportation program funds for state funds starting in 2025 at \$0.90 on the \$1. This program is known as the Federal Funds Exchange (FFE) program. In 2024 this agreement was amended to extend the agreement through state fiscal year 2027. As part of the extended agreement, two types of funding programs, the Transportation Alternatives (TA) and Carbon Reduction (CR) were excluded due to concerns about regulations that dictate the allocation and management of these funds. The IMPO's four other funding programs remain part of the Federal Funds Exchange (FFE) program.

This program allows the IMPO to use state funds rather than federal funds for most of its grant programs and local public agencies will follow state regulations rather than federal regulations when using these grant funds to support transportation projects. The goal of this program is to reduce project delays and reduce project costs.



## Project Selection Criteria and Ranking Process

During a call for projects, local public agencies submit project applications under a specific funding source (e.g., STBG, CMAQ/CR, TA, HSIP). Each project is scored on a point-based scale per the selection criteria for that funding program. Each funding program has unique criteria that determine a project's score; for instance, CMAQ scores are based on air quality impacts, while HSIP scores focus on safety improvements. The approved [project selection criteria](#) are data-driven and allow applications to be scored within MiTIP at the time of submittal.

Once projects are scored and ranked within each funding source, the IMPO develops a recommended project list based on available funding and alignment with MTP allocation goals. For example, bridge project recommendations will prioritize the highest-ranking bridges to meet the goal of approximately 20% allocation for bridges as STBG funds are available. Recommendations may not exactly meet MTP allocation goals as eligible funding sources for certain project types run out and large projects are funded.

The recommended list is reviewed by IMPO Committees and the public, adjusted as needed, and adopted as a TIP amendment by the Transportation Policy Committee. The goal of this selection process is to prioritize high-quality, impactful projects that support the transportation goals of local public agencies and the broader region.

Once adopted into the TIP, projects begin finalizing the design and completing required project development steps. Federally funded projects will typically go to a bid for construction "letting" four years after being selected for funds. Federal Funds Exchange (FFE) program projects will typically go to bid for construction three years after being selected for funds. Federally funded projects will comply with relevant federal regulations such as NEPA and FFE projects will comply with relevant state regulations as outlined in the Federal Funds Exchange Guidance Document.



### **CARMEL - 96TH ST AND PRIORITY WAY ROUNDABOUT**

This 2018 project received \$1,374,561 in funding through the Congestion Mitigation and Air Quality (CMAQ) program to support the construction and construction engineering phases of the project. CMAQ projects are ranked by their air quality benefit impact.

## EXAMPLE PROJECTS

Below are examples of types of projects that have received funding support from the IMPO via the call for projects. More information about upcoming calls for projects is available on the [call for projects page](#). For currently funded projects visit [MiTIP](#).



### HAMILTON COUNTY - BELL FORD BRIDGE

This project currently under construction is relocating the historic Bell Ford Bridge from Jackson County to Hamilton County as a crossing over Fall Creek connecting the Geist and Fall Creek Nature Area Trails. The IMPO contributed TA funding to support this trail crossing and restore this wrought iron and timber post-truss bridge originally built in 1869.



### NOBLESVILLE - PLEASANT STREET PHASES

The Pleasant Street project currently under construction is a three-phase project to develop a new east-to-west corridor through Noblesville. The project also includes the expansion of the Midland Trace Trail. The project is primarily locally funded but includes advance construction funding support from the IMPO made possible by the Federal Funds Exchange program.



# GUIDELINES AND POLICIES

Local public agencies applying for funding through the IMPO must comply with certain policies to be eligible. The IMPO's Complete Streets Policy applies to the IMPO's Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TA) projects and requires certain design elements (like a sidewalk) to more reasonably and safely serve current and potential users thus forming a "complete street".

Local public agencies that receive funding or planning support from the IMPO must be in good standing with the State of Indiana with Title VI of the Civil Rights Act of 1964 and all related statutes as well as the relevant aspects of the Americans with Disabilities Act (ADA).

The IMPO's Transportation Policy Committee passed a resolution supporting Vision Zero in 2018. In 2022 the Transportation Policy Committee updated their Vision Zero commitment by adding a target to reduce fatal and serious crashes by 35% by 2040. Vision Zero is the concept that all transportation-related injuries and deaths are preventable, and communities should make efforts to reduce the number of injuries and deaths to zero. Through its TIP funding programs, the IMPO is supporting safer road design and safer transportation options in Central Indiana.

MPOs are tasked with tracking certain performance measures related to regional transportation performance measures (TPMs). This TIP reflects the goals set in the MTP and therefore assists in making progress toward these performance measures. More information about performance measures is available in the appendix.



## JOHNSON COUNTY - BRIDGE 502 REPLACEMENT

This 2018 project replaced an existing structurally deficient bridge number 502 located on South Main Street over Young's Creek. The IMPO provided funding support using STBG funds that require compliance with the Complete Streets Policy. This project provided sidewalks on both sides of the bridge for people walking or rolling.



# COMMUNITY ENGAGEMENT

Each draft TIP is available for a 30-day public review and comment period (an opportunity for residents to record and submit written or verbal feedback) and undergoes a public hearing (an opportunity for residents to provide verbal comments at a public meeting) at the Transportation Policy Committee. Changes to the TIP are also open to comment. Each TIP amendment will have a public comment period and a public hearing at the Transportation Policy Committee. This TIP document underwent two 30-day public comment periods between November 29, 2024 and December 30, 2024 and between January 10, 2025 and February 10, 2025. A public hearing on this document was held February 19, 2025. While this is the most direct means of involvement in the TIP there are other ways to be involved in the transportation planning process. For example, you may provide comments on IMPO plans and documents that may affect project selection and scoring. More information about public involvement is available through the IMPO's [Public Involvement Plan](#) (PIP).

Everyone is invited to participate in our regional planning process. Public comments are encouraged to be submitted by email to [info@indympo.gov](mailto:info@indympo.gov), by mail to 200 East Washington Street, Suite 2322, Indianapolis, IN 46204, or by phone to our voicemail line at 317-327-8601. Public comment opportunities will also be available in person during any listed public hearings during Transportation Policy Committee meetings. For upcoming meeting agendas see the MPO's [agenda and meetings page](#).

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](mailto:info@indympo.gov), 317-327-5136, or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204.

Public engagement may also happen at the local level where residents can work with their local governments to prioritize projects to submit for funding consideration, work with engineers on the design of selected projects, and otherwise stay engaged in the transportation planning process.

The IMPO is always looking for suggestions on how we can better serve the region and suggestions may be submitted at any time to [info@indympo.gov](mailto:info@indympo.gov).



## GET INVOLVED

The IMPO provides opportunities to provide input on its plans and policies and provides educational resources to increase community understanding of transportation principles and planning. Stay engaged by signing up for the **[IMPO's Newsletter](#)**.

## RELATIONSHIP TO THE OTHER IMPO PLANS

In addition to the Transportation Improvement Program (TIP), the Indianapolis MPO is also federally required to develop the Unified Planning Work Program (UPWP) and Metropolitan Transportation Plan (MTP) as part of the region's transportation planning process. The TIP is the short-range implementation portion of these three key products.

- [Unified Planning Work Program](#) (UPWP) is a core guiding document for the Indianapolis MPO, which includes the IMPO's mission, list of projects, plans and tasks for the upcoming year, and the proposed budget for each task.
- [Metropolitan Transportation Plan](#) (MTP) guides the area's transportation systems over the next 20 years. The MTP and the TIP are required to be consistent. Regionally significant projects (typically "capacity expansion" projects) in the TIP must also be identified in the MTP. The TIP also maintains consistency with the MTP by referencing the Resource Allocation Goals when recommending project funding during each annual call for projects, scoring, and selection.

Beyond these federally required documents, the IMPO produces many other plans, studies, datasets, and toolkits to support regional planning efforts. These documents and datasets often inform the TIP and project selection. Relevant documents that affect TIP funding recommendations include the region's [Active Transportation Plan](#) which acts as an inventory of existing and potential bike & pedestrian projects, the [functional classification process](#), the [Central Indiana Freight Plan](#), and [intersection safety studies](#). Many IMPO plans and studies do not directly impact the TIP but are intended to provide support more broadly for regional planning including the [Safe Streets and Roads for All Safety Action Plan](#) and [Central Indiana Housing Study](#).

## MORE RESOURCES

The IMPO's website contains more resources on the TIP and other regional planning efforts.

### TIP Resources

- [TIP Home Page](#)
- [TIP Call for Projects Page](#)
- [Annual List of Obligated Projects](#)
- [Proposed and Approved Amendments to the TIP](#)
- [Federal Funds Exchange Program Guidance Document](#)

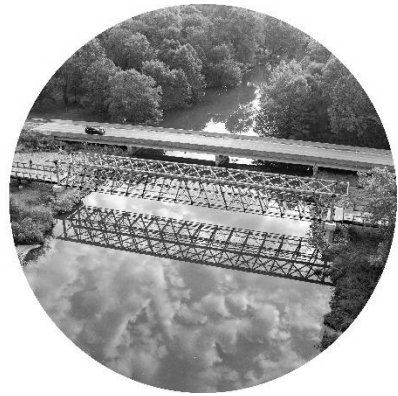
### Planning Resources

- [Central Indiana Vision Zero Toolkit](#)
- [Trail-Oriented Development Toolkit](#)

- [Local Technical Assistance Program](#)
- [Regional Resiliency Snapshot](#)

### Data Resources

- [Incapacitated & Fatality Crashes Dashboard](#)
- [Vulnerable Road User Crash Dashboard](#)
- [Road Risk Score Analysis](#)
- [High Injury Network \(HIN\)](#)
- [Bike & Sidewalk Network and Network Gaps](#)



# Transportation Improvement Program (TIP) Appendix

Indianapolis Metropolitan Planning Organization



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# Federal Funding Programs Information

MPO-managed funds flow from the federal government to State Departments of Transportation (DOTs) and are then distributed by MPOs to local public agencies.

These funds are part of an apportioned (formula-based) program, meaning they are distributed to states and MPOs based on a set formula. This differs from discretionary grant programs, where applicants compete for funding through a Notice of Funding Opportunity (NOFO). While states and MPOs are not required to compete for these formula funds, federal law does not permit states and MPOs to distribute these funding programs to local public agencies on a formula basis. Instead, states and MPOs are required to distribute these funds competitively to fund high-impact projects for the region. The selection of specific projects is made by the State DOT or local MPO as long as it complies with federal regulations on the funding sources.

The federal government's Infrastructure Investment and Jobs Act (IIJA) distributed (allocates) funding through several key programs managed by MPOs. Local public agencies seeking IMPO-managed funding must apply under specific funding categories. Federal funding for these programs primarily comes from the federal gas tax. Local public agencies then provide a "local match" for the construction of a project funded through these programs.

IMPO-managed funds make up only a small part of the overall TIP at approximately \$60-70M per year. Currently, the Surface Transportation Block Grant (STBG) is the largest funding source accounting for approximately 62% of funding followed by CMAQ (11%), HSIP (9%), TA (9%), CR (7%), and PROTECT (3%).

Below is information about the primary funding programs managed by the IMPO. For federally funded projects, the final eligibility determination is made by FHWA.

## **Surface Transportation Block Grant (FFE-STBG)**

The [Surface Transportation Block Grant](#) (STBG) program provides flexible funding that may be used by states and local public agencies for projects to preserve and improve the conditions and performance on any Federal-aid roadway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. This funding source is part of the IMPO's Federal Fund Exchange (FFE) program with INDOT. Federal Fund Exchange STBG (FFE-STBG) funds are the IMPO's largest most flexible funding source and most types of transportation projects are federally eligible for consideration including the following:

- Construction, reconstruction, rehabilitation, resurfacing, restoration preservation, or operational improvements of roads and highways

- Bridge and tunnel replacement
- Inspection and evaluation of bridges\*
- Capital costs for transit projects (vehicles and facilities)
- Carpool projects, electric and natural gas vehicle infrastructure\*
- Bicycle and pedestrian facilities and trails\*
- Modification of sidewalks to comply with the ADA and the Safe Routes to School Program\*
- Highway and transit safety projects, hazard eliminations, railway/highway grade crossings\*
- Capital and operating costs for traffic management systems\*
- Planning programs\*
- Fringe and corridor parking facilities and programs and carpool projects\*
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies\*
- Environmental mitigation such as participation in mitigation banking or other third-party mitigation arrangements, contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands, and the development of statewide and regional environmental protection plans, including natural habitat and wetland conservation and restoration plans\*
- Intelligent Transportation Systems\*
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities\*
- Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance-based management\*
- Privately-owned ferry boats and terminal facilities that provide a substantial public transportation benefit (new)\*
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions (new)\*
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife (new)\*
- Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges (new)\*
- Maintenance and restoration of existing recreational trails (new)\*
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure (new)\*
- Installation and deployment of current and emerging intelligent transportation technologies (new)\*
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop (new)\*
- Protective features, including natural infrastructure, to enhance the resilience of an eligible transportation facility (new)\*
- Measures to protect an eligible transportation facility from cybersecurity threats (new)\*
- Conducting value for money analyses or similar comparative analyses of public-private partnerships (new)\*
- Projects to enhance travel and tourism (new)\*
- Replacement of low-water crossing with a bridge not on a Federal-aid highway (new)\*



- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane (new)

\*Projects marked with an asterisk are federally eligible for funding but have not been given a scoring method in the current project selection (scoring) methodology.

FFE-STBG funding may only be used for the construction and construction engineering phases. STBG projects must also comply with or request a qualified exemption from the IMPO [Complete Streets Policy](#). To comply with the Complete Streets Policy the applicant must describe the bicycle and pedestrian facilities that bring the project into compliance.

In general, FFE-STBG projects may not be on local roads or rural minor collectors unless they are bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways. Projects using MPO-managed STBG funds are typically funded at an 80% federal share and 20% local share but may at times be funded at a different share distribution based on MPO needs and available funds.

### **Transportation Alternatives Set-Aside (TA)**

The [Transportation Alternatives](#) (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. This program is not part of the Federal Funds Exchange Program. Projects eligible for consideration include the following:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, which include but are not limited to
  - inventory, control, or removal of outdoor advertising;
  - historic preservation and rehabilitation of historic transportation facilities;
  - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - archaeological activities relating to impacts from implementation of a transportation project\*
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
  - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

- The [recreational trails program](#) (INDOT)\*
- The [safe routes to school program](#) eligible projects and activities including both infrastructure and non-infrastructure projects
- Bike share projects\*
- Certain “Road Diet” projects\*
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways\*
- Vulnerable road user safety assessments (*new*)\*

\*Projects marked with an asterisk are federally eligible for funding but have not been given a scoring method in the current project selection (scoring) methodology.

TA funding may only be used on construction and construction engineering phases. Projects using MPO-managed federal fund exchange transportation alternative (FFE-TA) Set-Aside funds are typically funded at an 80% federal share and 20% local share but may at times be funded at a different share distribution based on MPO needs and available funds. The IIJA permits HSIP funds to be used to replace the local match requirements on Transportation Alternatives projects (thus permitting some Transportation Alternatives projects to be 100% federally funded).

### **Congestion Mitigation and Air Quality (FFE-CMAQ)**

The [Congestion Mitigation and Air Quality Improvement](#) (CMAQ) program provides a flexible funding source for state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments. CMAQ funds support transportation projects that reduce mobile source pollution and congestion in areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards.

This program is part of the IMPO’s Federal Funds Exchange (FFE) program with INDOT. Federal Fund Exchange CMAQ (FFE-CMAQ) funds must be used on projects that reduce congestion and/or improve air quality because the region is in maintenance of EPA air quality standards.

FHWA and the IMPO support maximizing the air quality impacts of CMAQ funds. The IMPO scoring, in part, focuses on the cost-effectiveness of a project’s air quality impact. To help determine the cost-effectiveness of a CMAQ-funded project the IMPO uses a [summary analysis](#) of the air quality improvement cost-effectiveness developed by FHWA. For more detailed estimates of air quality impacts local public agencies may use the IMPO’s air quality impact [calculator](#) for several types of projects or the FHWA [calculators](#) for an expanded selection of project types.

Projects federally eligible for CMAQ funding include:

- Alternative fuel projects (including vehicle refueling infrastructure, clean fuel fleet programs, and conversions)
- Bicycle and Pedestrian Improvements
- Carsharing
- Diesel Engine Retrofit Technologies
- Dust Mitigation
- Electric Vehicle Charging Stations
- Employee Transit Benefits
- Extreme-Temperature Cold-Start Technologies
- Heavy-Duty Vehicle Replacements
- Idle Reduction Strategies
- Incident Management

- Intermodal Freight Facilities and Programs
- Intersection Improvements
- Natural Gas Re-Fueling Infrastructure
- Park and Ride
- Public education and outreach activities
- Rideshare programs
- Roundabouts
- Subsidized transits fares
- Telework/telecommuting programs
- Traffic management/monitoring/congestion relief strategies
- Traffic Signal Synchronization
- Transit (new system, service expansion, or operations)
- Transit Amenity Improvements
- Travel demand management
- Vehicle inspection and maintenance (I/M) programs
- Shared micromobility (e.g., bike share, shared e-scooters) *(new)*
- Purchase of diesel replacements *(new)*
- Purchase of medium/heavy-duty zero-emission vehicles and related charging equipment *(new)*
- Other transportation projects with air quality benefits

Applicants should use an air quality impact calculator to document the impacts relevant to the scoring criteria. If the applicant cannot use a calculator a qualitative explanation may be possible or a calculator may be developed. Please contact staff in advance if you will be submitting an application that requires a qualitative explanation or calculator development.

FFE-CMAQ funding may only be used on construction and construction engineering phases. Projects that would increase air pollution are not eligible for CMAQ funds. Projects will be selected for funding based on their rank and the availability of funds over the TIP period. Scoring based on this system allows the IMPO to select the projects that are most cost-effective at reducing air pollution. Projects that do not receive funding may re-apply at future calls. Projects using MPO-managed FFE-CMAQ funds are typically funded at an 80% federal share and 20% local share.

### **Carbon Reduction Program (CR)**

The [Carbon Reduction Program](#) (CRP) is a new funding source created in the Infrastructure Investment and Jobs Act (IIJA). The program is intended to reduce transportation pollution. The IMPO intends to score and program Carbon Reduction Program funds as part of the larger CMAQ program. Local agencies applying for any of the eligible project types below may do so by selecting CMAQ as their application funding type. This program is not part of the Federal Funds Exchange Program.

The program can fund projects that reduce transportation pollution including but not limited to the following:

- A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- A public transportation project
- A transportation alternative including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- A project to advance transportation and congestion management technologies;



- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment
- A project to replace street lighting and traffic control devices with energy-efficient alternatives;
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- Efforts to reduce the environmental and community impacts of freight movement;
- A project that supports deployment of alternative fuel vehicles, including-
  - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- Certain diesel engine retrofit projects
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity
- A project that reduces transportation pollution at port facilities, including through the advancement of port electrification

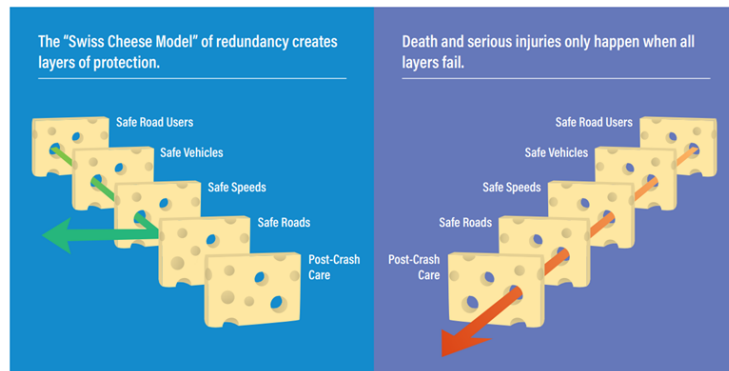
The IMPO intends to score Carbon Reduction Program applications using the CMAQ methodology. Applicants should use an air quality impact calculator to document the impacts relevant to the [scoring criteria](#). If the applicant cannot use a calculator a qualitative explanation may be possible or a calculator may be developed. Please contact staff in advance if you will be submitting an application that requires a qualitative explanation or calculator development. CRP funding may only be used on construction and construction engineering phases.

### **Highway Safety Improvement Program (FFE-HSIP)**

The [Highway Safety Improvement Program](#) (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

The HSIP is legislated under Section 148 of Title 23, United States Code (23 U.S.C. 148) and regulated under Part 924 of Title 23, Code of Federal Regulations (23 CFR Part 924). The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads

More recently, the HSIP program has begun to integrate the [Safe System Approach](#). A Safe System approach acknowledges that the human body is vulnerable, in terms of the amount of kinetic energy transfer a body can withstand. This vulnerability is taken into account when designing and operating a transportation network to minimize serious consequences of crashes. The goal of a Safe System is to ensure that if crashes do occur, they “do not result in serious human injury.” A Safe System approach addresses the five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care— in an integrated manner, through a wide range of interventions. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.



Source (left): FHWA

Source (right) Washington Traffic Safety Commission (2021)

All FFE-HSIP applications must address at least one of the emphasis areas described in the [Indiana Strategic Highway Safety Plan](#) as well as meet the minimum standards of [INDOT's Highway Safety Improvement Program Local Project Selection Guide](#). Funding should be used to implement [proven safety countermeasures](#) at locations identified through data-driven safety analyses and ensure safety is at the forefront of all design and project funding decisions. It is imperative that States consider the needs of all road users as part of the HSIP. Investment in highway safety improvement projects that promote and improve safety for all road users, particularly vulnerable road users like pedestrians and cyclists, to be in conformance with the goals of the program.

To be eligible under HSIP and thus the IMPO's FFE-HSIP funding program, a project generally must:

- be consistent with a State's SHSP (23 U.S.C. 148(a)(4)(A));
- correct or improve a hazardous road location or feature, or address a highway safety problem (23 U.S.C. 148(a)(4)(A)(i)-(ii));
- be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means (23 U.S.C. 148(c)(2)(B));
- be listed under 23 U.S.C. 148(a)(4)(B) or (a)(11); and
- comply with other Title 23 requirements.

A summary of potentially eligible activities includes:

- An intersection safety improvement
- Pavement and shoulder widening (including the addition of a passing lane to remedy an unsafe condition)
- Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists and pedestrians, including persons with disabilities
- Installation of a skid-resistant surface at an intersection or other location with a high frequency of crashes
- An improvement for pedestrian or bicyclist safety or safety of persons with disabilities
- Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices
- The conduct of a model traffic enforcement activity at a railway-highway crossing.
- Construction of a traffic calming feature
- Elimination of a roadside hazard

- Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan
- Installation of a priority control system for emergency vehicles at signalized intersections.\*
- Installation of a traffic control or other warning device at a location with high crash potential\*
- Transportation safety planning\*
- Collection, analysis, and improvement of safety data\*
- Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work zone safety\*
- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of road users and workers), and crash attenuators.
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife
- Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones
- Construction and operational improvements on high-risk rural roads
- Geometric improvements to a road for safety purposes that improve safety.
- A road safety audit\*
- Roadway safety infrastructure improvements consistent with the recommendations included in the publication of the Federal Highway Administration entitled "Highway Design Handbook for Older Drivers and Pedestrians"
- Truck parking facilities eligible for funding under section 1401 of the MAP-21.
- Systemic safety improvements
- Installation of vehicle-to-infrastructure communication equipment.
- Pedestrian hybrid beacons
- Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands
- Maintenance of minimum levels of retro-reflectivity (subject to certain conditions)
- Workforce development, training, and education activities that are directly related to and support HSIP implementation efforts\*
- Safety camera systems (new)
- Intersection safety improvements that provide for the safety of all road users, as appropriate, including multimodal roundabouts (new)
- Construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds (new)
- Installation or upgrades of traffic control devices for pedestrians and bicyclists including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals (new)
- Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices or a grade separation project (new)
- roadway improvements that provide separation between motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features (new)
- Pedestrian security features designed to slow or stop a motor vehicle (new)
- Projects for public awareness on safety efforts (new)\*
- Projects that facilitate enforcement of traffic safety laws (new)\*
- Projects that provide infrastructure and infrastructure-related equipment to support emergency services (new)\*
- Projects that conduct safety-related research to evaluate experimental safety countermeasures or equipment (new)\*



- Projects that support safe routes to school non-infrastructure-related activities described including public awareness campaigns and outreach to press and community leaders; traffic education and enforcement in the vicinity of schools; student sessions on bicycle and pedestrian safety, health, and environment; and funding for training, volunteers, and managers of safe routes to school programs. (new)\*
- Other physical infrastructure safety projects not listed subject to review

\*Projects marked with an asterisk are federally eligible for funding but have not been given a scoring method in the current project selection (scoring) methodology.

FFE-HSIP funding may only be used on construction and construction engineering phases. Projects using MPO-managed HSIP funds are typically funded at an 80% federal share and 20% local share, but projects are eligible for a 90% federal and 10% local share. The IIJA permits HSIP funds to be used to replace the local match requirements on Transportation Alternatives projects (thus permitting some Transportation Alternatives projects to be 100% federally funded).

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (FFE-PROTECT) Formula Program**

The [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program](#) is a core federal aid program to help make surface transportation more resilient to natural hazards, including flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

This program is part of the IMPO's Federal Funds Exchange (FFE) program with INDOT. Currently, agencies do not apply specifically for PROTECT funds during a call for projects but these funds are applied to eligible projects under the STBG category.

- Planning Activities limited to developing a Resilience Improvement Plan; Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation.
- Resilience Improvements to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as flooding, wildfires, extreme weather events, and other natural disasters
- Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events.
- At-Risk Coastal Infrastructure activities to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions including coastal erosion, wave

action, storm surge, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.\*

PROTECT funding may be used for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment directly related to improving system performance, and operational improvements. In the case of a planning activity with PROTECT Formula Program funds, eligible costs may include development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.

The federal share is typically 80% however projects prioritized in the RIP (listed in Table 5.3 of the [Regional Resiliency Snapshot](#)) may be eligible for up to a 10% reduction in local match (increasing the federal share to 90%). Agencies may use Federal funds (other than PROTECT Formula Program funds) to meet the non-Federal share for a project funded with PROTECT Formula Program funds.



# TIP Background and Data

## Vision Zero and Regional High Injury Network (HIN)

[Vision Zero](#) views traffic deaths as an urgent public health issue, aiming to eliminate all serious injuries and fatalities from crashes—not necessarily all crashes—by employing a variety of strategies. This approach acknowledges that even the best drivers can make mistakes, so urban design, vehicles, and healthcare responses must be designed to prioritize safety for everyone (vehicle drivers, people walking, people biking, people using a mobility device, etc.) as part of a [safe system approach](#).

On August 17, 2022, the IMPO Transportation Policy Committee adopted a Vision Zero Policy, committing to reduce serious and fatal crashes by 35% by 2040. The IMPO views this as a starting point toward the ultimate goal of eliminating traffic deaths. The organization supports this effort by maintaining a federally compliant Transportation Improvement Program (TIP) and securing federal funding for the region. Additionally, the IMPO works with local public agencies to fund projects that enhance infrastructure safety and promote safer travel overall.

The IMPO also provides resources such as [maps, dashboards, and reports](#) to inform local public agencies about transportation safety. These tools include a regional crash data dashboard, a vulnerable road user dashboard, a high-crash intersection report, and a road risk score analysis. Planning documents like the Active Transportation Plan, which features a trail inventory, and the development of the region's Safe Streets and Roads for All (SS4A) Safety Action Plan, contribute to regional safety initiatives and assist local public agencies in achieving their own safety goals.

As part of the SS4A Safety Action Plan, the IMPO created a High Injury Network (HIN) to identify local corridors with the highest concentrations of crashes resulting in incapacitating injuries and fatalities within the Metropolitan Planning Area (MPA). The HIN comprises the top 10% (234 centerline miles) of regional collector and arterial streets, ranked by the number of incapacitating injuries and fatal crashes per centerline mile. This analysis enables the IMPO and local public agencies to prioritize safety investments and implement targeted strategies on streets with the highest number of severe crashes, accelerating progress toward achieving regional safety goals.

[2026 Call for Projects - High Injury Network Comparison](#)

[2027 Call for Projects - High Injury Network Comparison](#)

[2028 Call for Projects - High Injury Network Comparison](#)



## Complete Streets

Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The IMPO adopted its Complete Streets Policy in 2014, with amendments in October 2016. This policy supports the construction of streets designed to serve all potential users safely and efficiently.

Complete streets offer numerous benefits including:

- Safe transportation options: Complete streets provide accessible, safe, and efficient connections no matter how people choose to travel.
- Reduced environmental impact: By encouraging active transportation options like walking and biking
- Cost-effective planning: Complete streets decrease demand on roadways by encouraging shifts to lower impact forms of transportation like walking, biking, and transit reducing long-term maintenance costs on the transportation system.
- Built once: Incorporating sidewalks, bike lanes, transit facilities, and safe crossings during initial design avoids costly retrofits later.

[2026 Call for Projects - Complete Streets Analysis](#)

[2027 Call for Projects - Complete Streets Analysis](#)

[2028 Call for Projects - Complete Streets Analysis](#)

## Performance Measures

MPOs are tasked with tracking certain performance measures related to regional transportation performance measures (TPMs). The intent is to use data to review the safety, condition, and performance of our transportation facilities, and use that to set goals, or “targets” for improving those facilities. The focus areas for collecting this data and setting targets include Safety (PM-1), Infrastructure Condition (PM-2), Congestion Reduction (PM-3), System Reliability (PM-3), Freight Movement and Economic Vitality (PM-3), Environmental Well-being, and Reduced Project Delivery Delay.

In response to PM-1, the IMPO’s Transportation Improvement Program (TIP) supports improved transportation safety by providing funding for projects that improve safety across the region. The TIP funds a certain number of projects within the Highway Safety Improvement Program (HSIP) program which can be used only for projects and plans that improve the safety of the network, including roundabouts, signage projects, and safety studies. The TIP also funds projects through the Transportation Alternatives Program (TA) program which funds projects like trails or streetscape improvements, which provide safe facilities for pedestrians and cyclists. The Surface Transportation Block Grant (STBG) is a highly flexible form of funding used for roundabouts, road diets, and other proven safety countermeasures. Projects funded through the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) programs are required to follow a Complete Streets Policy to address the needs of all road users. The MPO tracks the implementation of FHWA’s [proven safety countermeasures](#) in projects funded through IMPO-managed funds with data showing significant investment in implementing these measures.

In response to PM-2, the TIP supports pavement and bridge conditions through an allocation goal of 10% for road and road geometry projects and 20% for bridge preservation during each call for projects. Through its selection criteria, the TIP call for projects prioritizes, among other factors, road pavements and bridges that have the highest need. Funds for road and bridge conditions are primarily through the Surface Transportation Block Grant (STBG) program. The MPO also funds projects to encourage mode shift such as bus purchases and trail projects to reduce overall vehicle miles traveled thus reducing overall damage to infrastructure and related infrastructure maintenance burdens.

Finally, in response to PM-3, the TIP makes significant investments in [reducing congestion](#) and improving air quality during each call for projects. The Congestion Mitigation and Air Quality (CMAQ) program is the second largest program during a call for projects. Funds can only be used on projects that improve air quality such as projects that reduce congestion including along freight corridors. Projects might include roundabouts that ease congestion, air quality outreach campaigns such as Knozone, rideshare programs, or encouraging mode shift by funding bus purchases and transit signal improvements.

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

For more information about our region's TPMs, and how the TIP helps achieve these measures, visit the MTP page on the MPO's website at <https://www.indympo.org/planning/mtp>. The MTP addresses the performance measures under four areas, Move, Prosper, Make Safe, and Sustain. The [Regional Performance Measures Annual Report](#) tracks progress toward reaching these goals through the efforts of local public agencies, the State of Indiana, and the IMPO. More information about projects in the region is available through MiTIP at <https://mitip.indympo.org> or other formats by request.

## Annual List of Obligated Projects (ALOP)

In accordance with federal requirements, the MPO publishes its [Annual List of Obligated Projects](#) (ALOP) based on information provided by INDOT. The purpose of the report is to provide to the public, as well as State and local officials, information regarding federal spending on transportation projects within the Indianapolis region, along with a progress report and disclosure of project delivery occurring over a shorter planning period of only one year.

## Air Quality

The Indianapolis MPO certifies that there are no projects within the TIP that affect the carbon monoxide maintenance area. The 2026 - 2029 Transportation Improvement Program (TIP) must comply with the regulations of the 1990 Clean Air Act Amendments (CAAA). The Transportation Conformity Report for the [2050 Metropolitan Transportation Plan](#) approved on December 15, 2021 was prepared as part of the Plan's development. The 2026-2029 TIP is also consistent with the CIRCLE 2050 MTP expected to be adopted by the Transportation Policy Committee on December 4, 2024.

Because the 2026 - 2029 TIP is consistent with the 2050 Metropolitan Transportation Plan and CIRCLE 2050 Metropolitan Transportation Plan, the determination report serves as the Transportation Conformity Analysis for the 2026 - 2029 TIP.

## Continuing, Comprehensive, And Cooperative ("3C") Planning Process

The IMPO developed this transportation improvement program within the continuing, comprehensive, and cooperative ("3C") planning process. This process requires that a transportation improvement program endorsed by the Metropolitan Planning Organization be a prerequisite for the approval of Federal-aid transportation projects in urbanized areas. The TIP was developed in cooperation with INDOT, local public agencies, and public transportation agencies. Federal law requires the following:

Time period - The TIP shall cover at least a four-year period.

- ▶ The TIP covers the four-year period from state fiscal year 2026 to 2029. The state fiscal year begins on July 1 and ends June 30.

Update - The TIP must be updated at least every four years.

- ▶ This TIP replaces the 2024-2027 TIP which was approved on April 19, 2024, less than four years ago.

Public Comment – The IMPO shall provide all interested parties with an opportunity to comment on the proposed TIP.

- ▶ A 30-day public comment period was offered during the development of this TIP. The IMPO's Public Involvement Plan summarizes the IMPO's public participation process for the TIP development as well as all comments and responses from that process.

Regionally Significant Projects – The TIP shall contain all regionally significant projects requiring an action by FHWA or FTA regardless of funding source.

- ▶ The TIP provides a listing of these projects, at the time of adoption, in the current document.

Specific Project Information – The TIP shall list capital and non-capital surface transportation projects using a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase, the TIP shall include sufficient descriptive material including work type, termini, length, total cost, amount of federal funds, and responsible agency.

- ▶ MiTIP, the IMPO's [online TIP database](#), provides detailed information for each project in the 2026 – 2029 TIP. Information from this database is available in other formats by request.

Financial Plan – The TIP shall include a financial plan that provides system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

- ▶ See the "Fiscal Constraint of the TIP" section for a summary of expected available funds and expenditures.

Prioritization Process – The IMPO, in cooperation with the State and public transportation operator, shall develop a prioritized TIP and should identify the criteria and process for prioritizing projects.

- ▶ The IMPO's selection criteria provide a data-driven prioritization process to be awarded funds. The [selection criteria](#) are available on the IMPO's TIP webpage.

Air Quality – The TIP shall demonstrate conformity with the State Implementation Plan.

- ▶ The "Air Quality" section provides documentation of the air quality conformity findings.

## Fiscal Constraint of the TIP

Federal regulations require the TIP to be financially constrained, specifically: "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources."

The financial plan must be developed in cooperation with the state and the transit operator. INDOT and IndyGo provide the MPO with estimates of available federal and state funds, which the MPO utilizes in developing the financial plan. Only projects for which construction and operating funds can reasonably be expected to be available can be included in the IRTIP.

All INDOT sponsored projects and some of the local projects that have been awarded through INDOT's local Federal funding are constrained by INDOT in the statewide transportation improvement program. The IMPO is responsible for fiscally constraining those projects that have been awarded and funded from the MPO's annual Federal funds appropriation that it is responsible for administering.

In developing the financial analysis, the MPO must consider all projects and strategies funded under Title 23, U.S.C., the Federal Transit Act, other federal funds, local sources, state assistance, and private participation.

A total of \$1,747,584,013 in revenues and \$1,659,300,305 of expenditures are forecast during the 2026 – 2029 IRTIP years. For a more detailed funding breakdown by federal fund category and fiscal year, please refer to the tables below.

### **Revenues**

The core of the IMPO's federal revenue projection comes from anticipated highway and transit appropriations as outlined in the Infrastructure Investment and Jobs Act (IIJA) which is the source of federal assistance for the MPO, IndyGo, and INDOT. The MPO works with INDOT and IndyGo to develop reasonable six-year appropriation estimates based on current allocation figures and then projects these over the four years of the TIP.

### **Regional MPO Funds**

The MPO directly administers STBG, CMAQ, and HSIP funds through the Federal Funds Exchange program. The MPO also administers an allocation of Federal Transportation Alternatives and Carbon Reduction funding. Note: carbon reduction is awarded through the MPO's annual call for projects as part of the CMAQ selection criteria.

These funding programs are based on forecasts provided by INDOT in a statewide annual sharing agreement and adjusted with actual appropriations on an annual basis as well as when obligation limitation is known. Revenue projections and programmed project costs for all federal funding categories used within the Indianapolis MPA in years 2026 through 2029 are summarized in the tables below. The table demonstrates that the programming of these funds meets federal fiscal constraint requirements.

### **INDOT Operations and Maintenance**

The operation and maintenance of all Interstates and State Roads in the Indianapolis MPA is the responsibility of the Indiana Department of Transportation. INDOT advised the MPO that they reasonably expect to have the federal and state financial resources to operate and maintain their portion of the surface transportation network.

### **Conclusion**

The revenues shown below are based on estimates from INDOT. The forecast revenues and program expenditures are consistent with the reasonably anticipated revenues for the region, as directed by INDOT and federal guidelines. The tables below demonstrate that more revenue is projected to be available during the four-year period of the TIP than expenditures programmed for spending on projects and programs, thus demonstrating fiscal constraint.



Federal Revenue Source	Revenue				
	2026 Federal \$	2027 Federal \$	2028 Federal \$	2029 Federal \$	TOTAL Federal \$
MPO STBG	\$ -	\$ 4,601,337	\$ -	\$ -	\$ 4,601,337
TA	\$ -	\$ 5,979,035	\$ 5,979,035	\$ 5,979,035	\$ 17,937,105
CR	\$ -	\$ 5,216,825	\$ 5,216,825	\$ 5,216,825	\$ 15,650,475
Federal Exchange	\$ 64,482,508	\$ 54,406,234	\$ 54,406,234	\$ 54,406,234	\$ 227,701,210
Earmark	\$ 23,650,000	\$ -	\$ -	\$ -	\$ 23,650,000
INDOT STBG	\$ 64,482,508	\$ 65,602,094	\$ 65,602,094	\$ 65,602,094	\$ 261,288,790
Other INDOT	\$ 235,275,805	\$ 356,255,092	\$ 340,541,799	\$ 83,758,639	\$ 1,015,831,335
FTA	\$ 17,785,400	\$ 11,118,564	\$ 11,191,020	\$ -	\$ 40,094,984
<b>Total Revenues</b>	<b>\$ 405,676,221</b>	<b>\$ 503,179,181</b>	<b>\$ 482,937,007</b>	<b>\$ 214,962,827</b>	<b>\$ 1,606,755,235</b>
<b>Programmed Expenditures</b>	<b>\$ 377,118,851</b>	<b>\$ 502,420,621</b>	<b>\$ 485,694,391</b>	<b>\$ 100,267,439</b>	<b>\$ 1,465,501,302</b>
<b>Difference</b>	<b>\$ 28,557,370</b>	<b>\$ 758,560</b>	<b>\$ (2,757,384)</b>	<b>\$ 114,695,388</b>	<b>\$ 141,253,933</b>

To ensure the legibility of the information, a more detailed funding table is [available online](#). If you are unable to access the information online, other formats are available by request.

- STBG stands for the “Surface Transportation Block Grant”
- TA stands for the “Transportation Alternatives” set-aside from the Surface Transportation Block Grant (STBG) program
- CR stands for the “Carbon Reduction” program
- Federal Exchange is funding from the IMPO Federal Funds Exchange Program. More information about this program is available on the IMPO website
- INDOT STBG includes STBG Group III Surface Transportation Block Grant (urbanized) for cities and towns with a population over 5,000 and fewer than 50,000 and STBG group IV Surface Transportation Block Grant (rural) for towns with a population under 5,000 or for counties
- An “earmark” – known formally as “Community Project Funding” in the House and “Congressionally Directed Spending” in the Senate – directs federal funding to a specific project in a congressional member’s district. Earmarks allow Congress to allocate funding for specific projects or programs without having to go through the standard appropriations process.

Projects using these funding sources may be found using MiTIP’s search tool and is available in other formats by request.

## Consistency with the Metropolitan Transportation Plan (MTP)

Each project or project phase included in the TIP shall be consistent with the approved Metropolitan Transportation Plan. Below is a list of all regionally significant projects in the 2026 – 2029 TIP. Searching MiTIP by the DES number will provide additional information on each project.

DES	MTP ID	Project Title	PROJECT TYPE
<b>Avon</b>			
2401FFE	4208	Dan Jones Rd Widening from Bradford Rd to CR 150 S	Existing Roadway Widening
<b>Greenwood</b>			
2421FFE	5203	Smith Valley Road from Browning Drive to US 31	Existing Roadway Widening
<b>Hamilton County</b>			
2303FFE	2119	146th Street & Hazel Dell Parkway Interchange	Existing Roadway Widening

Hancock County			
2003034	3106	CR 300 N Widening between CR 600 W and CR 700 W and RAB @700W	Existing Roadway Widening
1902783	3112	Stinemyer Road Connection	New Road Construction
INDOT			
1800033	5003	SR 135 (Meridian St.) Widening from Stones Crossing to Whiteland Rd.	Added Travel Lanes
1400073	6036	I-65 Added Travel Lanes from 0.20 mile N of I-465 to 0.10 mile N of I-70 & I-65 South Junction	Added Travel Lanes
0300382	5004	I-69 Section 6 - SR 39 to I-465	New Road Construction
1800082	5008	Intersection Improvements on US 31 from South Main St. to Israel Lane	Intersection with added turn lanes
1800203	4005	US 36 Added Travel Lanes from Shiloh Crossing to Avon Ave	Added Travel Lanes
2000158	2021	SR 32 Added Travel Lanes from East Street to Mensa Road	Added Travel Lanes
2002959	4006	I-70 Added Travel Lanes 0.76 mi W of SR 39 to SR 267	Added Travel Lanes
2000076	1003	US 421 Auxiliary Lanes, Two-Way Left Turn Lanes, From 2.91 mi N of the N leg of I-465 to 2.86 mi S of SR 32	Auxiliary Lanes
2200928	5011	I-65, SR 252-SR 44, ATL	Added Travel Lanes
2000181	6045	I-465 at US 36/SR 67/Pendleton Pike (Exit 42) Interchange Modification	Interchange Modification
2300700	4007	US 36 Added Travel Lanes from Corottoman Court to Shiloh Crossing Drive.	Added Travel Lanes
2000147	6046	I-465 at US 421/Michigan Road (Exit 27) Interchange Modification with Added Travel Lanes	Interchange Modification
DES	MTP ID	Project Title	PROJECT TYPE
2002530	6047	US 31 ATL & Interchange modifications at W 106th Street & W 116th Street (LevelUp31).	Interchange Modification
Indianapolis			
2002553	6116	County Line Rd. Widening from SR 37 to Morgantown Rd	Existing Roadway Widening
2411FFE	6160	County Line Rd. Widening from Depot to Woodcreek Dr	Existing Roadway Widening
IndyGo			
1801413	9006	Blue Line	Transit Enhancement
Johnson County			
2433FFE	5112	Smith Valley Road from Peterman Road to Restin Road	Existing Roadway Widening
Noblesville			
2313FFE	2510	Pleasant Street - Phase 3 - from SR32/Hague Rd to River Rd	New Road Construction
2201638	2513	Boden Road from Beauty Berry to 156th Street	Existing Roadway Widening
2101733	2514	Olio Rd Added Travel Lanes from 146th St to 156th St	Existing Roadway Widening

## Status of Projects from the Previous TIP

The TIP should list all regionally significant projects from the previous TIP that were implemented or delayed. The table below lists all regionally significant projects from the previous (2024-2027) TIP and their status.

DES	MTP ID	Description	PROJECT TYPE	STATUS
<b>Avon</b>				
1901763	4201	Dan Jones Widening Phase 2 - CR 100 S to CR 150 S	Existing Roadway Widening	Under construction
2202FFE	4209	Dan Jones Widening Phase 3 - US 36 to CR 100 N	Existing Roadway Widening	Scheduled for construction in 2025
<b>Hamilton County</b>				
2303FFE	2119	146th Street & Hazel Dell Parkway Interchange	Intersection or Intersection Groups	Scheduled for construction in 2026
<b>Hancock County</b>				
2003034	3106	CR 300 N Widening between CR 600 W and CR 700 W and RAB @700W	Existing Roadway Widening	Scheduled for construction in 2025
1902783	3112	Stinemyer Rd Connection	New Road Construction	Scheduled for construction in 2026
<b>INDOT</b>				
1800033	5003	SR 135 (Meridian St.) Widening from Stones Crossing to Whiteland Rd.	Added Travel Lanes	Scheduled for construction in 2027
2002959	3106	I-70 Added Travel Lanes 0.76 mi W of SR 39 to SR 267	Added Travel Lanes	Scheduled for construction in 2026
2000158	2021	SR 32 Added Travel Lanes from East Street to Mensa Road	Added Travel Lanes	Scheduled for construction in 2025
1800203	4005	US 36 Added Travel Lanes from Shiloh Crossing to Avon Ave	Added Travel Lanes	Scheduled for construction in 2030
1900173	2020	SR 32 from 19th St to Presley Dr	Added Travel Lanes	Scheduled for construction in 2026
DES	MTP ID	Description	PROJECT TYPE	STATUS
1800035	6042	US 36 Added Travel Lanes, Raceway Rd. to Transfer Dr.	Added Travel Lanes	Scheduled for construction in 2025
1600854	6043	I-465 NW Added Travel Lanes from 86th St to College, Interchange Modifications @ I-465 & I-865 + US 31 and US 31 & 106th-116th	Added Travel Lanes	Scheduled for construction in 2029
1400073	6036	I-65 Added Travel Lanes from 0.20 mile N of I-465 to 0.10 mile N of I-70 & I-65 South Junction	Added Travel Lanes	Scheduled for construction in 2025
2200928	5011	I-65 Added Travel Lanes from SR 252 to SR 44	Existing Roadway Capacity Improvement	Scheduled for construction in 2027
1400075	6005	I-69 & I-465 Interchange Modification and Added Travel Lanes	Interchange Modification	Under Construction
2000181	6045	I-465 at US 36/SR 67/Pendleton Pike (Exit 42) Interchange Modification	Interchange Modification	Scheduled for construction in 2028
1600808	6039	North Split Interchange Modification	Interchange Modification, Multi-Level	Completed
0300382	5004	I-69 Section 6 - SR 39 to I-465	New Road Construction	Under Construction
<b>Indianapolis</b>				
2002553	6116	County Line Rd. Widening from SR 37 to Morgantown Rd	Existing Roadway Widening	Scheduled for construction in 2025
1801448	6165	Emerson Avenue Widening from Co Line to Stop 11	Existing Roadway Widening	Completed

Noblesville				
2216FFE	2508	Pleasant Street - Phase I (River Road to 10th Street)	New Road Construction	Completed
2313FFE	2510	Pleasant Street - Phase 3 - from SR32/Hague Rd to River Rd	New Road Construction	Under construction

## TIP Amendment and Modification Policies

The TIP is dynamic and subject to change due to the nature of project development, and often requires changes of varying significance to ensure the program is current and reflects the most up to date project information available. As such, the IMPO has both amendment and modification standards to ensure the TIP is accurate, local agencies understand procedures to update their projects, and all changes to the TIP are properly documented.

Formal amendments are changes to the TIP that require an opportunity for public review and comment and require approval by the Transportation Policy Committee (TPC) at a public hearing. 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.

TIP's amendment and modification policies are available on the [IMPO website](#) and other formats upon request. These policies are subject to change.

The IMPO Transportation Policy Committee adopted Resolution [25-IMPO-007](#), giving authority to approve administrative modifications to comply with FHWA Guidance.





# TIP Frequently Asked Questions (FAQ)

## Who Can Submit TIP Project Applications?

Any Local Public Agency (LPA) in good standing with the MPO within the MPA can submit a project application in MiTIP. This includes city, county, and town governments as well as transit agencies. Local interest and advocacy groups are not eligible to submit project applications but may work with their local public agency to coordinate on projects they would like to see submitted.

## What types of roads are eligible for funding?

Functional classification refers to the organized structure of roads (interstates, freeways, principal arterials, minor arterials, major & minor collectors, and local roads). In most cases, road and bridge projects applying for funds under the IMPO's Federal Funds Exchange program must be on a facility that is listed on the Federal Aid functional classification system as a minor collector or higher. To determine the classification of your project application or learn about applying for a change to the functional classification of a road please see the [functional classification page](#).

## What is the relationship between the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Plan (TIP)?

The [Metropolitan Transportation Plan](#) (MTP) sets funding goals for the Transportation Improvement Plan (TIP). The Circle 2050 MTP allocation goals are 10% road and road geometry, 26% intersections, 20% bridge preservation, 10% bike and pedestrian, 12% transit, and 22% capacity expansion. The MTP includes an allocation for operations and maintenance but the IMPO's funding programs do not fund operations and maintenance so that percentage is proportionately distributed to the other funding types for the purposes of TIP funding. Some project types, such as intersections, may fit under multiple categories. The MTP also lists future "regionally significant" projects which are projects that could have a significant impact on air quality such as road widening. Local public agencies proposing "regionally significant" projects must have those projects listed in the MTP before they can apply for IMPO funding programs.

# Metropolitan Transportation Plan (MTP) Resource Goals and the Transportation Improvement Plan (TIP)



## Can I submit a project for TIP funding that was not in the MTP?

The MPO's 2050 Metropolitan Transportation Plan (MTP) project list was adopted in December 2021 with a new MTP considered for adoption on December 4, 2024. All regionally "significant transportation" projects (those that affect air quality) including road widening, new roadways, and new capital transit routes must be in the 2050 MTP project list, prior to applying in that year's call for projects. If a regionally significant project is not in the proposed 2050 MTP, the application will not be accepted.

## How does the IMPO receive its funding?

The IMPO's operational budget comes from a federal program called the Metropolitan Planning Program (MPP) formerly called Metropolitan Planning (PL) funding under the FAST Act. The IMPO also receives funding dues from its member local public agencies to act as a "local match" to the federal transportation funding dollars. Federal funding from federal legislation primarily comes from the federal gas tax. The IMPO's funding programs for distribution to local public agencies (STBG, CMAQ, etc.) are also federal transportation dollars allotted to the region via a formula.

## What is the Federal Funds Exchange Program?

In August 2020, the Indianapolis Metropolitan Planning Organization (IMPO) signed an agreement with the Indiana Department of Transportation (INDOT) to exchange the IMPO's annual allocation of federal transportation program funds for State funds. By using state funds local agencies are generally subject to more efficient state regulations rather than federal regulations. The IMPO pursued this program to provide an improved more flexible and efficient project funding process for its members. [Learn more.](#)

#### When is the call for projects?

The IMPO will release specific dates for the upcoming call for projects each year. Typically, the call for projects will open and close in the fall.

#### Can I apply for a new project type?

Potentially. Please contact staff so staff as guidance and eligibility for funding may change as federal law and interpretations change. While the Federal Funds Exchange (FFE) Program provides the IMPO flexibility in funding projects and removes strict funding source limits the IMPO's policy to still fund federally eligible projects with funding similar to what the expected allocation for each federal funding source (CMAQ, STBG, etc.) would be if not under the FFE program.

#### When will I know if my project was selected for funding?

IMPO staff will score and rank each project in relation to the MTP allocation goals and funding sources then prepare a draft list of projects recommended for funding. That draft list will be released for review and comment then reviewed by the IMPO's Transportation Technical Committee and Transportation Policy Committee which may give approval of the recommendation. The Transportation Policy Committee meeting will include a public hearing.

#### Can I submit a project for a combination of funds or submit separate applications for the same project under different funding sources?

Local public agencies can submit projects for a combination of different funding sources. Agencies may also submit separate applications for the same project for different funding sources. These applications should be coordinated with IMPO staff before submitting an application to ensure eligibility and other requirements are followed.

#### Can an LPA Utilize Advanced Construction (AC) Financing?

Advance Construction (AC) is an innovative financing tool in which the MPO allows local public agencies to accelerate transportation projects using non-MPO funds while maintaining eligibility to be reimbursed with federal funds exchange dollars later. The MPO will not fund projects that are currently under construction or already completed.

#### Can I request additional IMPO funding if costs increase?

Upon advancement of the project design, the LPA may submit one cost increase request per approved project for consideration by the IMPO no later than 18 months after the award approval date. The LPA may only submit a cost increase request if the revised cost estimate is based on unforeseen circumstances discovered after substantial design progress. Detailed information must be submitted to the IMPO to justify the revised estimate. Revised cost estimates will not be accepted after the 18-month time period. Cost increase requests may not exceed more than 10% of the initial project award. The MPO sets aside 5% of each annual allocation to accommodate cost increases with any unused funds being moved to fund projects in the following year.

#### What projects are subject to the Complete Streets Policy?

Complete Streets are roadways designed to safely and comfortably accommodate all users, of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, transit users, school bus riders, delivery and service personnel, freight haulers, and emergency responders. The recommendations and requirements within the IMPO Complete Streets Policy will apply to the IMPO's federally funded Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) projects including roadway and/or intersection reconstruction, added travel lane(s) projects, new roadways, and new or rehabilitated bridges (including bridge decks reconstructed over the Interstate and underpasses under

reconstructed/new interchanges) within the IMPO's adjusted urbanized area. The policy requires at least one accommodation such as a sidewalk, bike lane, or multi-use path. [Learn more](#).

[My project is the first one after the cutoff for funding for a fiscal year. What is next?](#)

A project close to the cut-off point is likely a high-quality project but each call for projects is unique. The ranking can vary significantly depending on what other projects are submitted during that call and how much funding is available. The IMPO may reach out to LPAs to suggest a higher match from the LPA in order to award additional projects. The IMPO would highly encourage you to reapply in the next call for projects.

[How can I comment on the TIP or proposed amendments?](#)

To comment or submit feedback on part of the TIP, please submit via email to [info@indympo.org](mailto:info@indympo.org), by mail to 200 East Washington Street, Suite 2322, Indianapolis, IN 46204, or by phone to our voicemail line at 317-327-8601. For alternative formats, translation services, or accommodation needs for persons with disabilities, please call 317-327-5136 or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204.

[Who can I contact with questions about the TIP?](#)

Visit the [staff page](#) and contact any member of the programming section or contact us at [info@indympo.gov](mailto:info@indympo.gov).





# Common Transportation Planning Terms

**AADT** - Annual average daily traffic, abbreviated AADT, is the total volume of vehicle traffic on a highway or road for a year divided by 365 days

**Access** - This is the measure of how many jobs or essential destinations a person can reach in a reasonable amount of time. It can be measured for walking, biking, public transit, and driving.

**Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 or ADA is a civil rights law that prohibits discrimination based on disability. The Americans with Disabilities Act (ADA) mandates that when roads are constructed or altered, they must include accessible features like curb ramps, ensuring people with disabilities can safely navigate pedestrian crossings and sidewalks, effectively making public rights-of-way accessible to all individuals. There are about 42.5 million Americans with disabilities, making up 13% of the civilian noninstitutionalized population, according to U.S. Census Bureau data from 2021. This includes people with hearing, vision, cognitive, walking, self-care, or independent living difficulties.

**Active Transportation** - Active transportation is human-powered mobility, such as biking, walking, or rolling. Active transportation directly replaces motor vehicle miles traveled, so these modes are effective at conserving fuel, reducing vehicle pollution, bridging the first- and last-mile gap, and improving individual and public health. Bicycles, electric bikes, wheelchairs, scooters, and walking are all considered active transportation.

**Adaptive Traffic Signals** - Traffic signal systems that adjust their timing based on real-time traffic conditions to improve flow.

**Advance Construction (AC)** - Advance Construction (AC) is a financing tool that allows local public agencies to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with federal funds at a later date.

**Air Pollution** - Air pollution emitted from transportation contributes to smog, and to poor air quality, which has negative impacts on the health and welfare of U.S. citizens. Pollutants that contribute to poor air quality include particulate matter (PM), nitrogen oxides (NO<sub>x</sub>), and volatile organic compounds (VOCs).

**Allocation** - An administrative distribution of funds among the States, or among subunits in a metropolitan area, done for funds that do not have statutory distribution of funds.

**Allocation Goals** - The Metropolitan Transportation Plan sets goals for how much of the region's funding should go to different types of projects. The MTP's "resource allocation goals" are used for the distribution of IMPO-managed funds including allocations for road & road geometry, road expansion, bridge preservation, transit, and bike and pedestrian projects.

**Annual List of Obligated Projects** - In accordance with Federal requirements, the MPO publishes its "Annual List of Obligated Projects" (ALOP) based on information provided by INDOT. The purpose of the report is to provide to the public, as well as State and local officials, information regarding federal spending on transportation projects within the Indianapolis region, along with a progress report and disclosure of project delivery occurring over a shorter planning period of only one year.

**Apportionment** - Yearly funds allocated to each state by Congress to design and construct federal aid transportation projects

**ARIES (Automated Reporting Information Exchange System)** - ARIES records are the official crash record repository for the State of Indiana.

**Arterial Road** - The functional classification is the grouping of highways, roads, and streets by the character of service they provide. Within this system, arterials are types of roads designed to carry high volumes of motorized traffic. Within the classification system, arterial roads are lower than highways but higher than "collector" streets.

**Average Daily Traffic (ADT)** - The average number of vehicles passing a specific point in a 24-hour period, often measured throughout a year, it is a standard measurement for vehicle traffic load on a section of road and is used when making transportation planning decisions.

**Bid / Letting** - Public agencies may put projects "out to bid" meaning they allow private contractors to submit proposals to complete a project including the work and labor often with materials at a certain price per unit. The agency then selects a bidder's proposal and enters into a contract to complete the work based on that proposal. This process is known as "letting" a project.

**Big Data** - Very large and complex datasets from various types of mobile network operators, navigation apps, public transportation usage data, and other transportation data sources that can be used to inform the Indianapolis Travel Demand Model and other types of analysis to support land use, transportation policy, plans, and projects.

**Bike and Pedestrian Projects** - Bike and pedestrian projects include projects dedicated to people walking, rolling, or biking including trails, bike lanes, safe routes to school, safety projects like sidewalk or sidewalk crossing improvements, and other projects focused on bikes and pedestrians.

**Bridge Preservation** - Bridge preservation includes projects such as bridge rehabilitation to keep bridges in states of good repair.

**Bus Rapid Transit (BRT)** - A transit system that gives buses some of the advantages of a light rail system such as dedicated bus lanes over all or part of a route, high-quality stops at limited intervals, traffic signal pre-emption, "queue jumpers" at intersections, corridor branding, modern vehicles, and frequent service.

**Carryover** - Federal funds which were not spent in a past fiscal year that can be used to pay for projects in future fiscal years.

**Call for Projects** - The call for projects is a process by which the IMPO's Transportation Policy Committee selects projects to receive IMPO-managed funding. During the call-for-projects, local public agencies

(typically cities, towns, counties, and transit organizations) choose projects to submit for consideration by completing a data-driven application and committing to locally fund a portion of the project cost. The IMPO then selects projects for funding based on the funding goals of the Metropolitan Transportation Plan (MTP) as adopted by the IMPO's Transportation Policy Committee, federal eligibility requirements for different funding sources, and on their rank after the scoring process based on approved scoring criteria.

**Capacity Expansion** - Capacity expansion includes any project that makes room for more cars on the roads like adding lanes to existing roads or building entirely new roads.

**Capital Improvements Program** - Capital improvement programming is the scheduling of public physical improvements for a community over a certain period of time. The scheduling is based on a series of priorities, according to the need, desire, or importance of such improvements and the community's present and anticipated financial standing.

**Capital project** - A major construction project or acquisition. This may apply to all transportation modes, for example, facilities for pedestrians and cyclists, purchasing buses, or maintaining, improving, and constructing roads and bridges.

**Centerline miles** - Centerline miles are a measurement of the total length of a road or highway, from start to finish. When calculating centerline miles, the number and width of lanes are not considered.

**Clean Air Act (CAA)** - The Clean Air Act (1970) is the law that defines EPA's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. The last major change in the law, the Clean Air Act Amendments of 1990, was enacted by Congress in 1990. Legislation passed since then has made several minor changes.

**Collector Street** - Within the functional classification system, a collector is a street or highway that provides for traffic movement between major streets and local street. It is a road intended to collect traffic from local streets and land-access roads.

**Complete Streets** - Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including people of all ages and abilities and all modes including walking, biking, and rolling, driving vehicles, and using transit.

**Complete streets** - Streets that are safe for people of all ages and abilities, balance the needs of different modes (walking, driving, biking, transit), and support local land uses, economies, cultures, and natural environments.

**Comprehensive plan** - Comprehensive plans in Indiana are legal documents that outline a community's vision and goals for the future typically 20 years out. They are intended to guide decision-making on matters such as land use, development, transportation, and public works. In Indiana, comprehensive plans in Indiana must include a statement of objectives for the jurisdiction's future development, a statement of policy for land use development, and a statement of policy for the development of public ways, places, lands, structures, and utilities.

**Congestion Mitigation and Air Quality (CMAQ) Program** - The Congestion Mitigation and Air Quality Program provides funds for projects and activities that reduce congestion and improve air quality such as transit or active transportation infrastructure.

**Construction (CN) Phase** - The construction phase is the implementation phase of a project including the labor and materials to construct a project.

**Construction Engineering (CE) Phase** - The CE phase begins on the day a Construction Contract is awarded. Tasks included in the CE phase include construction oversight and inspection, monitoring traffic control, monitoring environmental commitments, monitoring for a safe work environment, material testing/Quality Assurance Plan, documenting quantities and pay estimates, and record keeping.

**Contingency** - A contingency is an amount of money set aside to cover any unexpected costs that can arise throughout a construction project.

**Conformity** - Process to assess the compliance of any transportation plan, program or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

**Cost-benefit Analysis** - A cost-benefit analysis endeavors to compare the monetary benefits of a project with the cost. Some approaches focus on one benefit (such as air quality impact) that can be easily measured. Other approaches expand to include other factors that may be harder to measure or focus on relative cost-effectiveness comparing projects against each other toward of series of goals instead of a specific goal.

**Curb Management** - Planning and allocation of curb space to accommodate different uses, such as deliveries, parking, ride-hailing pickups, and bike lanes.

**Daily vehicle miles traveled (DVMT)** - A measure of the total traffic on a road, calculated by multiplying the average daily traffic count by the length of the road.

**Demand Management** - A set of strategies that promote increased efficiency of the transportation system by influencing individual travel behavior.

**Discretionary Funds** - Funds that are distributed based on decisions by an agency, rather than automatically allocated by a formula. For example, grants awarded through a competitive process.

**Easement** - Easements allow individuals, corporations, governments, or the public to use a piece of property belonging to a separate individual or entity for a specific purpose. For example, utility companies commonly use utility easements to create or maintain power lines or cables on private property.

**Evaluation Criteria** - A process developed as part of the programming process for evaluating the relative merits of projects.

**Exempt project** - Exempt projects are considered not "regionally significant" for air quality purposes. These projects are not required to go through an air quality conformity determination. Exempt projects include most bike, pedestrian, and safety projects as they have minimal impacts on air quality.

**Federal Fiscal Year** - Every year, the U.S. Congress begins work on a federal budget for the next fiscal year. The federal government's fiscal year runs from October 1 of one calendar year through September 30 of the next.

**Federal Funds Exchange Program** - In August of 2020, the Indianapolis Metropolitan Planning Organization (IMPO) signed an agreement with the Indiana Department of Transportation (INDOT) to exchange the IMPO's annual allocation of Federal transportation program funds for State funds to fund regionally significant transportation projects in the Indianapolis Regional Transportation Improvement Program (TIP).



**Federal-aid Highways** – Those highways eligible for assistance under Title 12, U.S.C., except those functionally classified as local or rural minor collector. These roads are not always “highways” in the popular usage of the word but include many types of roads.

**Federal-aid Project** – Federal aid projects are local public agency projects that use federal funding. These projects must follow federal standards (NEPA, etc.). Local public agencies (cities, towns, counties) own and operate about 75 percent or roughly 2.9 million miles of the nation's roadway network.

**FHWA** – Federal Highway Administration, an agency of the U.S. Department of Transportation with jurisdiction over highways and roadways.

**First-Last Mile** – Refers to the beginning or end segments of a trip, particularly for transit users, highlighting the gap between home or work and public transportation.

**Fiscal Year (FY)** – The 12-month period for budgets, which may not align with the calendar year (e.g., October to September for federal budgets).

**Fiscally Constrained** – Both the long-range transportation plan and the TIP/STIP are required to be based on financial plans that are fiscally constrained, which means that these documents can only contain projects for which it is determined that funding sources are reasonably available over the life of the plan/program to pay for both the capital and operating cost of the proposed improvements.

**Floodplain** – The Federal Emergency Management Administration (FEMA) defines a floodplain as any land area susceptible to being inundated by floodwaters from any source. This can include coastal areas impacted by storm surge, land along a river or bayou that is flooded when that waterway rises out of its banks, or low-lying land that fills with water when it rains. Flooding occurs in a wide range of landscapes due to rainfall or storm surge

**Formula Funds** – Funds distributed or apportioned to qualifying recipients based on formulas described in law or regulations. This is different than a discretionary grant program where eligible applicants may competitively seek funding.

**FTA** – Federal Transit Administration, an agency of the U.S. Department of Transportation with jurisdiction over transit.

**Functional Classification System** – The Functional Classification system groups streets and highways based on their purpose in the overall roadway system. Every public road is classified as either a local, collector, arterial, or freeway depending on how each road serves the overall system. The Functional Classification is used in setting standards for roadway design, determining eligibility for federal-aid program funding, and monitoring roadway performance by transportation planning agencies. A higher functional classification is often required for a road to be eligible for federal funding though higher functional classifications also may increase speeds (reducing safety), limit design options, and damage connection to the local context.

**Geographic Information System (GIS)** – A computer-based data management tool used for mapping, storing, retrieving, analyzing, and displaying geographic data. GIS uses geographic data, also known as spatial or geospatial data, to create maps that help users visualize and understand patterns and relationships.

**Greenways** – Networks of trails, paths, or corridors designed for non-motorized transportation, often integrated with natural landscapes.

**Freight Corridor** - Major routes used for transporting goods, often prioritized for their economic significance.

**Headway** - The length of time at a stop between buses following the same route.

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

**Highway Safety Improvement Program (HSIP) Program** - HSIP funds may be used to implement proven safety projects including many types of projects like roundabouts, traffic calming to reduce vehicle speeds, pedestrian infrastructure to make crossing the street safer, guardrails, signage, or safe routes to school.

**Housing and Transportation (H+T) Affordability Index** - The [Housing and Transportation \(H+T\) Affordability Index](#) provides a comprehensive view of affordability, one that includes the cost of housing and transportation at the neighborhood level.

**Impermeable Surface** - Impermeable surfaces, like concrete and asphalt, don't let water soak in, which can cause flooding and pollution as water runs into drains and waterways. When stormwater runs off impermeable surfaces, it picks up pollutants as it flows into storm drains. The contaminated water then flows directly into rivers, lakes, wetlands and oceans, generating problems for public health. Due to the heat-absorbing quality of asphalt and other paving materials, sites with high ratios of impermeable surfaces increase ambient air temperatures and require more energy for cooling.

**Induced Demand** - The well-proven theory of [induced demand](#) asserts that as roadways become wider and are able to accommodate higher volumes of traffic, drivers who previously did not travel on the roadway prior to its expansion are incentivized to take new trips using the expanded road due to (induced by) the time savings provided by the belief that added lanes have expanded roadway's new state of reduced congestion. The theory further asserts that as more people are "induced" to drive on the expanded road, congestion levels will increase over time to similar levels as before road widening.

**Intelligent Transportation System (ITS)** - Intelligent transportation systems (ITS) are the integrated application of various technologies and management strategies to provide traveler information to increase the safety and efficiency of the surface transportation system. Examples of ITS include signal timing, electronic message boards, real-time travel information, and automated vehicle locators (used by transit systems).

**Land Use** - Land use is the term used to describe the human use of land. In an urban planning context, it typically refers to what type of land uses are permitted, banned, or otherwise regulated within zoning codes.

**Lane Miles** - The total length of a road or highway, multiplied by the number of lanes. For example, a two-mile long road with four lanes has eight lane miles.

**Letting** - A letting is when a project goes out for bid for construction. Companies will bid on the construction contract to complete the project on behalf of a local public agency. Lettings must be advertised in advance and state lettings are only available on certain dates.

**Level of Service (LOS)** - [Level of Service](#) was first introduced in the 1965 edition of the Highway Capacity Manual (HCM), published by the Transportation Research Board. Traditionally, LOS is an assessment of a road's operating condition for single-occupancy vehicles, generally described using a scale of A (little congestion) to F (severe congestion). Since its development, other LOS models have been developed including pedestrian LOS analyses. Vehicular LOS is often used for transportation and land use decisions but has been critiqued for encouraging sprawl, requiring expensive interventions, prioritizing speed over safety, and focusing on travel speed alone rather than accessibility (time and money required to reach desired services and activities). Alternatives or additions to LOS include Vehicle Miles Traveled (VMT) focused on reducing the total distance driven, multimodal LOS including assessments for walking, biking, and public transit, "person throughput" which is an analysis of how many people can move through a corridor whether they are in a car or not, and accessibility metrics measuring how easily residents can reach essential services and jobs instead of focusing only on driving speeds to destinations.

**Low-Cost Systematic Countermeasures** - This systemic approach to safety involves deploying a package of multiple measures to reduce crashes that are easy to install including enhanced signing and pavement markings.

**LPA** - Local Public Agency such as city, town, county, or transit agency

**Maintenance Area** - Maintenance areas are areas that formerly violated, but currently meet the federal air quality standards. Transportation conformity is required for all ozone, carbon monoxide, nitrogen dioxide, and particulate matter nonattainment and maintenance areas.

**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.

**Micromobility** - A category of transportation modes involving small, lightweight vehicles like electric scooters, bikes, or skateboards, typically used for short trips.

**Mode** - A specific form of transportation, such as automobile, subway, bus, rail, bike, or air.

**Mode share or mode split** - The percentage of a population that utilizes a specific transportation mode to complete a trip.

**Multimodal** – The availability of transportation options using different modes within a system or corridor.

**National Ambient Air Quality Standards (NAAQS)** - Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the CAA.

**NEPA** – The [National Environmental Policy Act](#) (NEPA) is a law that requires federal agencies to evaluate the environmental impact of any proposed federally funded infrastructure project. NEPA's requirements include (human and ecological) environmental review, public involvement, and other documentation.

**Nonattainment** - Nonattainment areas (NAA) are geographic areas that do not meet the federal air quality standards. An area can be designated "nonattainment" for one pollutant and in attainment for another. Transportation conformity is required for all ozone, carbon monoxide, nitrogen dioxide, and particulate matter nonattainment and maintenance areas.

**Non-exempt project** - Non-exempt projects are considered "regionally significant" for air quality purposes regardless of how they are funded. This includes projects like new interstate interchange or the widening of a major roadway that could significantly impact air quality by increasing single occupancy vehicle traffic. It may also include other air quality impact projects such as major transit improvements.

**Obligated Funds** - Obliging funds to an activity means committing funds to an activity in accordance with programmatic requirements for a grant appropriation. Once obligated, funds are then available for drawdown (disbursement of the funds).

**Obligations** – Commitment made by Federal agencies to pay out money as distinct from the actual payments, which are "outlays". Generally, obligations are incurred after the enactment of budget authority. The obligations are for the Federal share of the estimated full cost of each project at the time it is approved regardless of when the actual payments are made or the expected time of project completion. Often funding programs come with restrictions that require a project sponsor to obligate funds in a timely manner or lose the funds. In short, an obligation is funding that has been approved and set-aside for a particular project. The funding is usually reserved for several years as long as the project it was reserved for is still active.

**Onboard Survey** - Surveys taken aboard a transit system typically to collect data for scheduling and operations planning, long-range planning and design, performance analysis

**Operating Costs** - Expenses associated with the general, day-to-day costs of running transportation systems. For transit, costs include fuel, salaries, and replacement parts. For roads, operating costs involve maintaining pavement, filling potholes, and paying workers' salaries.

**Paratransit** - Types of passenger transportation that are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit is a broad term that may be used to describe any means of shared ride transportation other than fixed route mass transit services. Paratransit services usually use smaller vehicles (less than 25 passengers) and provide advance-reservation, demand-responsive service that is either curb-to-curb or door-to-door. Paratransit services that are provided to accommodate passengers with disabilities who are unable to use fixed route service and that meet specific service equivalency tests are called ADA complementary paratransit services.

**Parking Mandates** - Parking mandates are a form of land use regulation or zoning that requires a specific amount of parking to be provided for a land use such as housing, offices, or stores.

**Pavement Preservation** - Pavement preservation includes a wide variety of road projects from reconstruction, rehabilitation, resurfacing, restoration, and preservation

**Peak Period** - Time periods, usually coinciding with the commute to and from work, when transportation demand is heaviest.

**Performance Measures** - MPOs are tasked with tracking certain performance measures related to regional transportation performance measures (TPMs). The intent is to use data to review the safety, condition, and performance of our transportation facilities, and use that to set goals, or “targets” for improving those facilities. The focus areas for collecting this data and setting targets include Safety (PM-1), Infrastructure Condition (PM2), Congestion Reduction (PM-3), System Reliability (PM-3), Freight Movement and Economic Vitality (PM3), Environmental Well-being, and Reduced Project Delivery Delay.

**Permeable** - Permeable surfaces (also known as porous or pervious surfaces) allow water to percolate into the soil unlike concrete and asphalt.

**Planning Funds (PL)** - The principal source of funding for carrying out the MPO transportation planning process. These funds may not be used to build projects, but may be used for identifying needs and writing plans to address those needs. PL funds are federal funds allocated to MPOs from via an agreed upon formula.

**Procurement** - Procurement refers to the process by which public authorities, such as government departments or local authorities, purchase work, goods or services from companies. Procurement practices are regulated at both the state and federal levels. During procurement public agencies typically publicly post their needs and allow private organizations to submit bids to fulfill those needs with a goal of open and fair competition.

**Programming** - A process required under Federal statute and regulations (23 CFR Part 450) for developing a staged, prioritized, fiscally constrained, multi-year, intermodal program of projects for funding, consistent with the metropolitan transportation plan. States and local laws may also impose programming requirements that have to be coordinated with the federal effort.

**Proven Safety Countermeasure** - FHWA's [Proven Safety Countermeasures initiative](#) (PSCi) is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Each countermeasure addresses at least one safety focus area - speed management, intersections, roadway departures, or pedestrians/bicyclists - while others are crosscutting strategies that address multiple safety focus areas.

**PROWAG** - PROWAG refers to the Public Right-of-Way Accessibility Guidelines. PROWAG is a set of guidelines that ensure pedestrian facilities are accessible to people with disabilities. The guidelines apply to sidewalks, crosswalks, signals, and other pedestrian facilities. The U.S. Access Board developed PROWAG to support the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA). The final rule for PROWAG went into effect on September 7, 2023.

**Public Participation** - Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement brings diverse viewpoints and values into the decision-making process. This process enables agencies to make better-informed decisions through collaborative efforts and builds mutual understanding and trust between the agencies and the public they serve. Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influences decisions that affect their lives.



**Red Flag Investigation (RFI)** - A Red Flag Investigation (RFI) is a quantitative analysis of infrastructure, water, hazardous materials, historical features, etc. data near a proposed transportation project.

**Regionally Significant** - A transportation project (other than an exempt project) that is on a facility that serves regional transportation needs) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**Reverse Commuting** - Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

**Rideshare / Ridematch Program** - A program that facilitates the formation of carpools and vanpool, usually for work trips. A database is maintained for the ride times, origins, destinations and driver/rider preferences of users and potential users. In Central Indiana the Central Indiana Regional Transportation Authority (CIRTA) leads rideshare and ridematch programs.

**Right-of-Way (ROW)** - Right-of-way (ROW) is a type of easement and can be defined in a variety of ways. In transportation, ROW is an area subject to public use for existing or future streets, curbs, planting strips, or sidewalks. Right of way may be owned by a government agency or, in some circumstances, allow certain uses (maintaining a sidewalk for public use, maintaining a utility, etc.) on private property. Typically, a plat or survey will show the property line up to the ROW that is managed by the government. Right-of-way is often acquired through eminent domain to complete construction projects and may be permanently acquired or temporarily acquired for the length of construction.

**Road diet** - A road diet is a road reconfiguration to reduce or narrow driving lanes, or add curb extensions, bulb-outs, bike lanes, pedestrian medians, landscaping, and other interventions to improve safety. The resulting benefits can include crash reduction, improved access by all road users, and creating a street that is more pleasant to use better integrating the road into the neighborhood.

**Road Safety Audit** - A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

**Safe Routes to School** - Safe Routes to School (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement tools, safety education, and incentives to encourage walking and bicycling to school. SRTS initiatives improve safety and levels of physical activity for students.

**Safe Systems Approach** - A [Safe Systems Approach](#) acknowledges that the human body is vulnerable, in terms of the amount of kinetic energy transfer a body can withstand. This vulnerability is taken into account when designing and operating a transportation network to minimize serious consequences of crashes. According to the World Health Organization, the goal of a Safe System is to ensure that if crashes do occur, they "do not result in serious human injury." A Safe System approach addresses the five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care— in an integrated manner, through a wide range of interventions. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people. The Safe System approach to road safety started internationally as part of the Vision Zero proclamation that, from an ethical standpoint, no one should be killed or seriously injured on the road system. It is founded on the principle that people make mistakes, and that the road system should be adapted to anticipate and accommodate

human mistakes and physiological and psychological limits. Countries that have adopted the Safe System approach have had significant success reducing highway fatalities, with reductions in fatalities between 50 and 70 percent.

**SOV** - Single Occupancy Vehicle

**State Fiscal Year** - the state's fiscal year runs from July 1 of one calendar year to June 30 of the next calendar year.

**Statewide Transportation Improvement Program (STIP)** - A staged, multiyear, statewide intermodal program of transportation projects which is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPS and processes.

**Surface Transportation Block Grant (STBG)** - Surface Transportation Block Grant (STBG) funds are the largest source of federal funding for MPOs and are also the most flexible. These funds may be used for road, transit, bike and pedestrian projects, carpool, planning, and many other project types.

**Tactical Urbanism** - An approach to neighborhood building and activation using short-term, low-cost, and scalable interventions and policies. Examples could include temporary bike lanes, pop-up bus shelters, or temporarily painted crosswalks.

**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.

**Traffic Calming** - Traffic calming is a set of design interventions aimed at slowing or diverting car traffic to reduce the chance of crashes and improve safety for all road users. Examples may include speed bumps, narrowing lanes, chicanes, or raised intersections.

**Traffic Incident Management (TIM)** - Coordinated efforts to detect, respond to, and clear traffic incidents (such as crashes) to effectively to minimize their impact on traffic.

**Transit Capital Project** - Transit includes capital projects like bus stops, bus lane infrastructure, or buses themselves. It may also include other programs including carpool air quality programs.

**Transit-Oriented Development (TOD)** - Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of high-capacity public transportation. [Learn more](#) about the IMPO's resources to support TOD.

**Transportation Affordability** - Affordability measures the cost of goods in relation to income and a household's capacity to afford essentials like food, housing, and healthcare. [Transportation affordability](#) specifically relates to a household's ability to cover travel expenses necessary for accessing goods and activities while staying within budget constraints. Experts suggest that transportation expenses should not exceed 15% of a household's budget, or 45% when combined with housing costs. However, most households in North America spend more than these recommended thresholds.

**Trail-Oriented Development (TrOD)** - Trail-oriented Development (TrOD) is, in short, development focused on the use of trails. Quality TrOD is a compact development pattern that is mixed-use, residential, and/or commercial, clustered around off-street walking and bicycling infrastructure (trails), walkable, human-scaled land use and design context-oriented specifically toward trails and their users, and intended to create vibrant places that promote active modes of transportation and recreation. [Learn more](#) about the IMPO's resources to support TrOD.

**Transportation Alternatives (TA) Program** - The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation, focusing primarily on pedestrian and bicycle facilities.

**Transportation Conformity** - The Indianapolis MPA lies within or partly within areas previously classified as non-attainment by the U.S. Environmental Protection Agency but is currently designated as in attainment for both the National Ambient Air Quality Standard (NAAQS) for Ozone (2008 & 2015 8-hour standard) and for fine particulate matter (PM 2.5). The IMPO currently monitors air quality for Ozone pollutants and reports on transportation conformity for our region. The Indianapolis Travel Demand Model is used for this analysis.

**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.

**Travel Demand Management (TDM)** - Travel Demand Management focuses on understanding how people make their transportation decisions and influencing people's behavior to use existing infrastructure in more efficient ways, like reducing single occupancy vehicle trips and getting people to use transit, ridesharing, walking, biking, and telework

**Travel Demand Model** - The Indianapolis Travel Demand Model (ITDM) is used to future travel, both Auto and Transit, on the transportation system, as well as an input to Air Quality Conformity when appropriate. The ITDM uses data about the residents of Central Indiana to forecast future travel patterns and a wide variety of measures useful when evaluating transportation policy, plans and projects.

**Travel Time Reliability** - The consistency and predictability of travel times on a given route over a period.

**Unified Planning Work Program (UPWP)** - The UPWP is a core guiding document for the Indianapolis MPO, which includes the IMPO's mission, list of projects and tasks for the upcoming year, and the proposed budget for each task. It is updated annually and approved by the IMPO Transportation Policy Committee.

**Urban Heat Island Effect** - The [urban heat island effect](#) refers to the accumulated impact of buildings, roads, and other human-built structures that absorb the sun's heat more than natural surfaces such as grass, soil, and trees and raise the surrounding air temperature. Higher temperatures lead to more demand for cooling, particularly at peak times of the day, leading to higher energy consumption and the risk of overloaded grids and subsequent blackouts.

**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.

**Vehicle Hours of Delay (VHD)** - This is a travel time metric that reflects the difference between free-flow and congested travel time. This is primarily an output of the Indianapolis Travel Demand Model and is used to evaluate projects and congestion.

**Vehicle Miles Traveled (VMT)** - The total number of miles driven by all vehicles within a given time period and geographic area, it is used by regional transportation and environmental agencies for planning purposes.

**Vision Zero** - Vision Zero is the strategy to eliminate traffic fatalities and severe injuries on all roadways. Vision Zero views traffic deaths as an urgent public health issue with the goal of using a variety of strategies to eliminate all serious injuries and deaths from crashes, not necessarily eliminate all crashes. Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes, and focuses on influencing system-wide practices, policies, responses, and urban design to lessen the frequency and severity of crashes.

**Vulnerable Road User** - Vulnerable road users (VRUs) include people walking, people biking, and people using mobility devices such as wheelchairs. In the event of a crash, vulnerable road users have little to no protection from crash forces and are disproportionately injured or killed.

**Walkability** - A measure of how friendly an area is to walking, considering factors like safety, accessibility, and pedestrian infrastructure



# TIP Approvals and Information

## TIP Approvals

Policy Committee approval date: 02/19/2025

U.S. Department of Transportation (Conformity Approval): Pending: 04/10/2025

Governor of the State of Indiana: Pending

## IMPO Transportation Policy Committee Resolution Approving the 2026-2029 TIP

### A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (IMPO) APPROVING THE 2026-2029 TIP

#### Resolution Number 25-IMPO-002

A RESOLUTION approving the 2026-2029 Transportation Improvement Program.

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 IRTIP adoption 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 2026-2029 TIP is consistent with the 2050 Metropolitan Transportation Plan, as amended; and

WHEREAS, the 2026-2029 TIP was made available for public review and comment for 30 days and comments received were provided to the Indianapolis Transportation Policy Committee (TPC) prior to approval; and

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

NOW, THEREFORE, BE IT RESOLVED, all persons having been heard, that the 2026-2029 Transportation Improvement Program is approved by including therein the attached Exhibit A: 2026-2029 Transportation Improvement Program.

The above and foregoing resolution was adopted this 19th day of February 2025 by the Transportation Policy Committee.

  
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Mayor Mark Myers, Chair  
IMPO Transportation Policy Committee  
  
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Anna M. Gremling, Executive Director  
Indianapolis Metropolitan Planning Organization

Additionally, the IMPO Transportation Policy Committee adopted Resolution [25-IMPO-007](#), giving authority to approve an administrative modification to comply with FHWA Guidance.



## Metropolitan Transportation Planning (MTP) Process Certification

In accordance with 23 CFR 450.336, INDOT and the IMPO certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements.

### TRANSPORTATION PLANNING PROCESS CERTIFICATION – Calendar Year 2025

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

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

**Indianapolis Metropolitan  
Planning Organization**

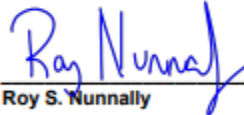


**Anna M. Gremling**

**Executive Director**  
**Title**

**6/13/2024**  
**Date**

**Indiana Department of Transportation**

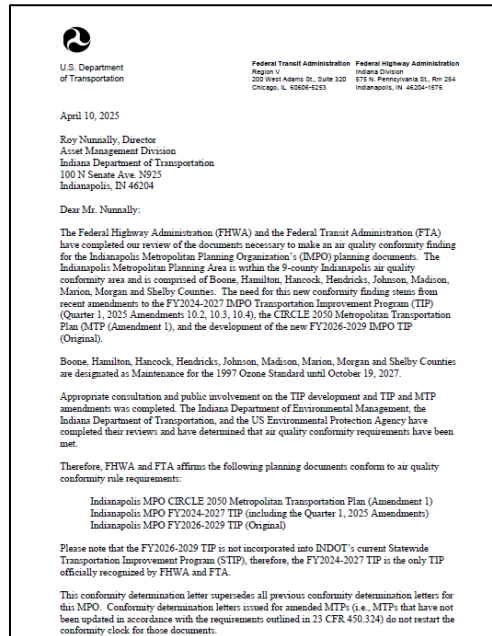


**Director, INDOT**  
**Technical Planning & Programming**  
**Title**

**7/25/2024**  
**Date**

## U.S. Department of Transportation (Conformity Approval)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) completed a review of the documents necessary to make an air quality conformity finding. For the full letter, [click here](#).



## Letter Approving 2026-2029 TIP, signed by INDOT Commissioner on behalf of the Governor

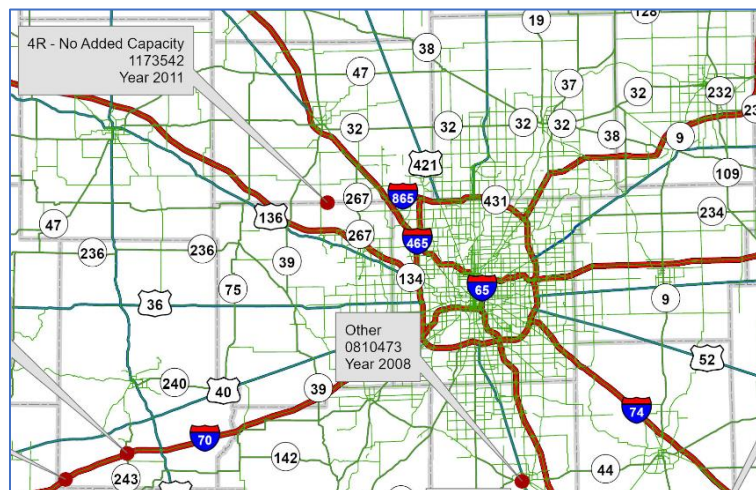
Pending approval

## Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

The Emergency Relief program, administered by the U.S. Department of Transportation (USDOT), provides federal assistance for roads and public transportation systems damaged in a natural disaster. The funding is distributed through the state departments of transportation and can be used for emergency repairs and restoration of local and state facilities to pre-disaster conditions. Federal regulations require state DOTs to conduct periodic statewide evaluations of roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events, to determine if there are reasonable alternatives to proposed future work on the facilities. For example, if a bridge has repeatedly washed out during flood conditions, consideration could be given to raising the bridge or installing a spillway as part of a future project.

To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to the transportation infrastructure. Consideration of alternatives has occurred, but alternatives are not recommended. INDOT, in coordination with the MPO, will continue to monitor locations where emergency repairs have been needed and will review and update.

If in the future, a second emergency situation occurs where repairs are required at any of the locations identified, INDOT, in coordination with the MPO, will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. Additionally, any projects programmed or amended into the TIP/STIP at locations that have had a permanent emergency repair will have alternatives considered to mitigate the need for future emergency repairs.



The IMPO recently conducted a [Regional Resiliency Snapshot](#) to understand how well the Central Indiana region is prepared to handle future shocks and stressors. The project addresses how well the region is prepared to recover from shocks like major natural or economic events and how well the region can mitigate the effects of ongoing stressors. As part of the planning effort, the project team conducted an assessment of individual transportation assets to determine how vulnerable each asset is to future physical threats. The result of the analysis includes a prioritized list of roads and a prioritized list of bridges by their vulnerability and criticality to the transportation network. To view the list, please view the [Regional Resiliency Snapshot](#).

## Public Involvement Plan (PIP)

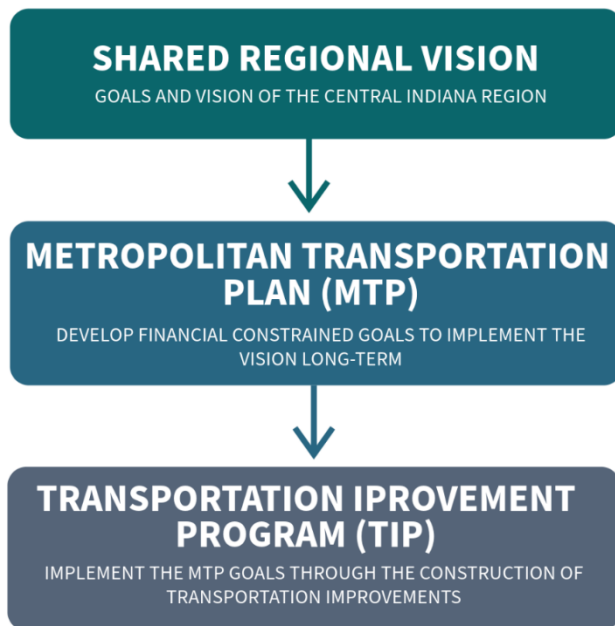
The IMPO's [Public Involvement Plan](#) (PIP) indicates opportunities for all segments of the public to be involved in the metropolitan transportation planning process. The IMPO uses the PIP to ensure early and continuing public involvement as part of its planning and programming processes. It also ensures 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.

The PIP outlines a public involvement process for the adoption of the TIP. The IMPO has followed this process using public hearing, public notice, website, newsletter, social media, and visualization techniques to inform Central Indiana residents about the opportunity to review and comment on this TIP.

*Pursuant to Indianapolis Public Transportation Corporation Resolution No. 2002-09 adopting the Public Participation Process of the Indianapolis Metropolitan Planning Organization, this publication complies with the requirements of the public participation process as set forth.*

*The public participation process described herein is consistent with the policies and procedures for public involvement that have been formally adopted by CIRT and meets all applicable public participation requirements pertaining to grants associated with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)*

## Public Involvement Process



The Transportation Improvement Program (TIP) builds on the shared regional vision outlined in the Metropolitan Transportation Plan (MTP), which establishes the region's transportation goals, vision, and performance measures within a fiscally constrained framework. Each year, the IMPO works with local public agencies to implement the goals of the MTP by funding transportation improvement projects.

The IMPO recently completed a major outreach process to develop an MTP and a regional vision. In the fall of 2023, a statistically valid public survey and a MetroQuest survey gathered input from Central Indiana residents on transportation and land development issues. These surveys provided a baseline for tracking changes in behavior and

attitudes to ensure the IMPO meets the region's evolving needs. Between August 2023 and June 2024, six Steering Committee meetings were held, involving representatives from government, economic development, public health, environmental, and nonprofit sectors. Additional focus groups with major employers, neighborhood groups, developers, and senior services provided early feedback. The Metropolitan Transportation Plan was adopted in December 2024, and the 2026-2029 TIP works to implement the plan.

This 2026-2029 TIP is written to be understandable by a range of audiences using clear language, graphs, photos, and other visualization techniques to help readers understand the TIP, its relation to the MTP, how projects are funded, and how to engage in the transportation planning process. The document includes a glossary of planning-related terms to remove barriers to understanding transportation planning terms.

The IMPO provided two public comment periods for the TIP, providing 60 days of comment opportunity including separate focuses on the TIP document itself and call for projects results. To provide information about these comment periods, the IMPO used various techniques to target different populations. Public notices in the IndyStar and Indianapolis Recorder and posters distributed to libraries were intended to inform individuals more comfortable with non-Internet-based outreach or without Internet access. The IMPO also targeted interested parties by distributing information about the TIP and public engagement opportunities through the IMPO's newsletter, social media platforms, and emails to a list of interested individuals and organizations. The IMPO is continuously working to expand these lists, social media presence, and newsletter engagement to target new residents. Furthermore, the IMPO completed paid social media advertising for the TIP and public engagement targeting neighborhoods that had projects recommended for funding from the call for projects. The intended outcome of this approach is to target individuals who may be affected by transportation projects and not already familiar with the IMPO.



## Public Notice of Review & Comment Period and Public Hearing

The IMPO uses the IndyStar and Indianapolis Recorder for these [public notices](#).

11/19/2024

### REQUEST FOR PUBLIC REVIEW AND COMMENT

#### 2026-2029 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Indianapolis Metropolitan Planning Organization (MPO) is offering the 2026-2029 Indianapolis Regional Transportation Improvement Program (TIP) for public review and comment between November 29, 2024 and December 30, 2024.

The TIP, which is prepared bi-annually and amended quarterly as needed, documents the federally funded and regionally significant transportation improvements proposed for the Indianapolis Metropolitan Planning Area (MPA). A key objective of the TIP is to assist local governments in providing a coordinated transportation system for citizens in this area by ensuring that the limited federal funds available to the area are spent on projects that provide the greatest benefit consistent with the Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) provides planning support for the projects programmed in the TIP.

Relevant documents will be available on the IMPO's website at [www.indympo.org](http://www.indympo.org), or for viewing in person, by appointment, in Room 2322 of the City-County Building, 200 East Washington Street, Indianapolis, Indiana, between the hours of 8:00 AM and 5:00 PM, Monday through Friday.

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.org](mailto:info@indympo.org), 317-327-5136, or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204.

You are invited to participate in our regional planning process. Public comments may be submitted via email to [info@indympo.gov](mailto:info@indympo.gov), by phone to 317-327-8601 or by mail to Indianapolis Metropolitan Planning Organization 200 East Washington Street, Suite 2322 Indianapolis IN 46204.

The public participation process described above is used to satisfy the public participation process for the Program of Projects (POP) for the following Federal Transit Administration (FTA) grantee: Indianapolis Public Transportation Corporation (IndyGo).

The public participation process described above is consistent with the policies and procedures for public involvement that have been formally adopted by CIRT, and meets all applicable public participation requirements pertaining to grants associated with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

01/02/2025

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## Significant Comments Received on the Draft TIP

Public comment periods for the document were held from November 29, 2024, to December 30, 2024, and January 10, 2025, to February 10, 2025, with a public hearing at the Transportation Policy Committee meeting on February 19, 2025.

The IMPO places a high value on public comments, recognizing their vital role in shaping policies, projects, and initiatives. Public input offers diverse perspectives that help ensure decisions align with community needs and priorities. Every comment is carefully reviewed and considered. The IMPO compiles all comments and presents them to the MPO's recommendation and decision-making bodies, including the Transportation Technical Committee and the Transportation Policy Committee, for their review, feedback, and direction.

For comments related to the results of a "call for projects," the IMPO acknowledges receipt and forwards the comments, along with contact details, to the relevant local public agency. This enables the responsible agency to address concerns directly or request further information.

Comment	Response
<p>The Monon Bridge over 86th street is absolutely one of the most important projects in this list. I know it's a huge project both in price and scope so 2030 might be the earliest it could feasibly be started but it needs to be done. There is no other way to alleviate the danger of that intersection for pedestrians and cyclists barring completely banning cars from the area. Drivers regularly run the red there and it is without a doubt the most dangerous section of the Monon. 86th street is a river and crossing it feels like a nightmare.</p> <p>I don't know what bike share expansion would entail but I'm all for it. I live in Brownsburg but work downtown and visit downtown often as well, and I pay for a yearly pass to pacers bikeshare and it's worth every penny. The only other bikeshares I've used are in Chicago (where the system is more robust but much more expensive to use) and Plainfield (where it is substantially cheaper but the system is barely a system at all and the bikes are pretty lackluster), but it has to be one of the best systems in the nation as it is, especially with the Indy Rides Free program. Indy is still the only city in the country with free bikeshare for residents and its popularity is pretty evident spending any time outside downtown. Expansion in whatever sense that may be is a terrific use of funds. My literal only complaint with the system as it is today is that it needs more stations outside of mile square, and with more stations I'm sure more bikes would be needed as well. The people behind Pacers Bikeshare are passionate and smart so I'm confident they will stretch whatever money is given to them into elevating the program even higher than it already is.</p> <p>As a resident of Brownsburg, I know the roundabout at 300 N and 900 E has already had some time and effort put into it, and is another on the list that really makes sense. Every other intersection along 300 from 367 to Ronald Reagan is a roundabout and every intersection along 900 south of 300 to Rockville Road is also a roundabout. That alone is reason enough but this four way stop is a relic of the past and in a location where the extra land use from a roundabout really isn't a problem. There also are plans in the works from both Brownsburg and Avon for a lot of development along 900 between 300 and 200 that would warrant an upgrade to the four way stop in the future. On the pedestrian side, the B&amp;O trail and Virgil Park are both incredibly close to this intersection. I worry that this project will be completed and there will be a very silly gap between the intersection and the B&amp;O trail and another very silly gap between the intersection and Virgil Park, but I imagine that's outside the scope of this project. There is a path on the northwest end of this intersection that eventually connects to the trail and by extension Virgil Park but it would be incredibly inconvenient to deviate that far on foot. If somehow this project can extend that far it would be a dream but I know</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>

that's a lot more complex than an intersection improvement would probably entail. Nonetheless, the intersection improvement is needed and will be a good use of funds.	
<p>Hello,</p> <p>I am a resident of Mapleton-Fall Creek in Indianapolis. I am happy to see the emphasis in transit, bicycle, and pedestrian infrastructure for the 2028 proposed projects. These types of investment leads to healthier, happier, and more affordable communities.</p> <p>However, the 2028 projects seem to avoid the lower income areas of the metropolitan area. Lower income individuals are those in society that are least able to deal with poor infrastructure and increased investment makes the biggest difference in their well being.</p> <p>Thank you for your diligent work,</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
<p>Good evening-</p> <p>On behalf of the BRAG (Binford Redevelopment And Growth) Board, I want to express our strong support for the proposed Nickel Plate Trail bridge over 82nd Street. The bridge would improve pedestrian safety along the Trail and alleviate an at-grade crossing along the high traffic 82nd Street corridor. I also believe this bridge would encourage more people of all ages and abilities to use the Trail since it would be much easier to cross 82nd Street. Such a signature project would also serve as a gateway feature into Castleton - one of the key recommendations highlighted in the Castleton Revitalization Plan the city of Indianapolis completed back in 2020. BRAG envisions this important project as a catalyst to spur additional (private) investment in the Castleton area.</p> <p>I/we are also in favor of the proposed roundabout at the 71st Street &amp; Dean Rd intersection. Having witnessed first-hand the improved traffic flow at the recently-completed roundabout at 79th &amp; Dean, I am confident of the same results/benefits at 71st &amp; Dean. Currently during morning (school) and evening commutes, traffic consistently backs up in ALL directions at the existing 4-way stop. My only request is that the roundabout's design takes into consideration (i.e. preserves) as much as possible the wooded lots on the southwest and northeast corners.</p> <p>Thank you for your time and consideration. And thank you for continuing to strive to improve (and secure funding for) ALL modes of transportation in Central Indiana. Much appreciated.</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
<p>We hardly support the Monon Bridge over 86<sup>th</sup> Street in Nora.</p> <p>We encourage the Council to move this project forward on the list of projects.</p> <p>As it stands, the Nora Monon crossing is the most dangerous in the city. Lives have been lost and almost lost.</p> <p>Because we feel so strongly about this crossing, we independently commissioned a feasibility study to determine if a bridge or tunnel was practical.</p> <p>We would be glad to provide a copy of this study for review.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
Hello,	Thank you for your feedback. It has been recorded and will be shared

<p>Marion County roads need to be improved by first having the right type of material to fill potholes. on certain streets where there are so many potholes that been refilled, these streets need to be resurfaced, for example, the street off 82nd where Red Lobster is located as you go to Costco. The entire street needs to be resurfaced. Secondly, there needs to be more adequate lighting on the streets so that you can see pedestrians that are walking and also, need more adequate sidewalks so that pedestrian do not have to walk in the streets. In addition, need adequate reflective white lines and yellow lines on the streets so drivers can see and make sure they are driving on the right side of the road and not in two lanes. There are many single lane roads in Indianapolis that really needs reflective white and yellow lines on the streets particularly where there is limited or no lights on the roads. Thirdly, Marion County government need to make sure that we have clean roads by using the road cleaning machines regularly rather than just for special events in the city like parades. The entire county also need do not litter signs with fines of \$200 on streets to discouraged citizens from throwing trash all over the city. Marion County is beautiful, Indianapolis is a beautiful city and it should not only be beautiful downtown because Marion County is beautiful in all of its surrounding townships as well. As citizens of Marion County we want our government to see, keep and be just as proud of our county as Hamilton county is proud of their county. Please Fight for Marion County!</p> <p>Thank you for allowing me to submit these recommendations.</p> <p>Sincerely,</p> <p>A resident of Marion County, Indiana.</p> <p>Happy New Year! Looking forward to see the allocation of \$65.6M be used for these very pertinent improvements in our county and in our city of Indianapolis!</p>	<p>with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
<p>I use the Monon trail multiple times a week, for three out of four seasons out of the year. My use requires that I cross 86th street in Nora.</p> <p>Every day I can count on seeing multiple drivers run red lights when they are traveling east/west. Every day I can count on seeing multiple drivers ignore 'No Turn On Red' signs when exiting the Aldi shopping plaza. Every day it's a gamble to cross this intersection due to the inattentiveness and disregard of people driving automobiles.</p> <p>We need a safe crossing for pedestrians, cyclists and other vulnerable crossing users.</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
<p>To whom it may concern,</p> <p>Please prioritize a bridge at 86th street and the Monon trail. I ride the trial frequently on my bicycle and the crossing is extremely dangerous. Multiple cyclists, pedestrians have been killed there. Cars frequently run the light and disregard the "no right turn" signs.</p> <p>If safety is a top priority of the funding, this project should be #1.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>

<p>Anna and MPO staff,</p> <p>I understand that today is the final day for comments related to the MPO involvement on the 86th and Monon crossing safety project. Further, I have just learned there is a scheduled completion date of 2030! Honestly, this is just so unfortunate!</p> <p>For over 2 years the community and philanthropic leaders have been working for an immediate solution. Now, based on this given timeline, I ask how many more lives will we lose at this location over the next 6 years? Further, how did the new unproven Nickel Plate trail and its crossings somehow receive the same priority as that of our iconic and heavily used Monon?</p> <p>I understand that the process with Federal funding comes with systemic timelines, however, I am also aware special exceptions can be made. I will be urging Congresswoman Spartz (who has thousands of constituents that use the trail), Congressman-elect Shreve (who represents Indianapolis citizens and will be serving on the Transportation Committee) and Senator-elect Banks to assist in accelerating this project.</p> <p>Please understand that my only desire is to positively advocate, but honestly Indianapolis can do better than this. We have the ability to fast track things for All-Star games, hotels, new business locations and the list goes on. Frankly, this project has ripe potential for a public/private solution and our city has the muscle to make it happen! Let's make the Monon our top priority!</p> <p>Thank you for your attention and I would be happy to visit if you have any questions.</p> <p>Best wishes,</p> <p>Monon Trail Advocate and User</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
<p>Bicycle Garage Indy / BGI Fitness is writing in strong support of the IndyMPO's recommendations for a Monon Bridge over 86<sup>th</sup> Street and Nickel Plate Bridge over 82<sup>nd</sup> Street. These bridges will construct two regionally significant grade-separated trail crossings connecting Marion County and Hamilton County, Indiana.</p> <p>With the upcoming completion of the Nickel Plate Trail and already existing Monon Trail and Midland Trace Trail in Hamilton County, these two bridges will improve safety and access along a combined 41-mile trail loop through Central Indiana, connecting people to people, people to jobs and people to the environment.</p> <p>We can't change the past but successful funding of bridges at Monon/86th and Nickel Plate/82nd will change the future. People's lives are at stake.</p> <p>Our only problem with the recommendations is the timeline. 2030 for the Monon/86th is better than never, but is still at least 5 years away during which time people will continue to be needing to traverse a dangerous intersection until a bridge is built. The same can be said for 2029 for Nickel Plate / 82nd St. Bridge. If STBG funds were used instead, could these bridges be moved up to 2028 or earlier?</p> <p>The intersection of Monon and 86th has needed a bridge since the Monon was first built. If a bridge had been built in 1996 when the Monon was initially built, fatalities and serious injuries could have been avoided. In addition, in 2024, there have been 3 bicyclists hit at this intersection (2 on 3/2/24, 1 on 4/28/24). The longer a non-at-grade crossing is delayed the more likely more people will get killed or injured at this intersection. It is not a question of "if", only a matter of "when" another tragedy happens.</p> <p>Monon/86th Bridge project should be funded for the following reasons:</p> <ul style="list-style-type: none"> <li>• Monon &amp; 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year.</li> <li>• There was a fatality at this intersection in 2021 and 2 bicyclists were hit in March (March 2, 2024) and another bicyclist hit on April 28, 2024 at this intersection.</li> </ul>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>



<ul style="list-style-type: none"> <li>• A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed.</li> <li>• A citizen-led traffic study in July 2022 found the following when analyzing 5 hours of video: <ul style="list-style-type: none"> <li>○ 40 Crosswalk Encroachment (vehicles blocking crosswalk) (8/hour)</li> <li>○ 86 Right Turn on Red (17/hour)</li> <li>○ 1 Left Turn on Red (0.2/hour)</li> <li>○ 11 Red Light Running (2/hour)</li> <li>○ 21 Multiple people using crosswalk simultaneously (4/hour)</li> <li>○ 2 gridlock in intersection</li> <li>○ 6 Other incidents including one near-collision of two cars</li> </ul> </li> <li>• 2024 traffic study found the following when analyzing 6 hours of video <ul style="list-style-type: none"> <li>○ 45 crosswalk encroachment (7.5/hour)</li> <li>○ 134 Right Turn on Red (22/hour)</li> <li>○ 84 Left Turn on Red (14/hour)</li> <li>○ 93 Red Light Running (15.5/hour)</li> <li>○ 9 U-turns (1.5/hour)</li> <li>○ 92 Multiple people using trail crossing simultaneously (15/hour)</li> </ul> </li> </ul> <p>In June-September 2024, Bicycle Garage Indy along with Nora Alliance and community partners and volunteers installed a Tactical Urbanism project at Monon and 86th St. The project made temporary safety improvements (curb bumpouts delineated by flex posts and marking tape, added temporary crosswalks and pedestrian refuges, added temporary rumble strips) to test out potential safety improvements until a more permanent solution can be built. While these temporary safety changes to the intersection helped, there is still rampant red-light running, turning on red and sidewalk encroachments. We installed 13 flex posts as part of the project. The flex posts had to be replaced multiple times throughout the 3 month project. 11 of the flex posts had been hit within the 2 weeks.</p> <p>As part of our Tactical Urbanism Project we did a Safety Survey pre-installation to establish a baseline for effectiveness of the project. We received nearly 700 responses and the vast majority of the comments cite the dangerous conditions of the intersection of the Monon &amp; 86th Street as well as the need for a bridge or tunnel at this intersection. In addition, 59% of people answered they feel unsafe/very unsafe DRIVING through the intersection. Making it safer for bicyclists and pedestrians will also make it better for motorists. While Safety Survey #2 didn't have as many responses (~200), there was marginal improvement for people's feeling of safety but people still wanted a bridge or tunnel for the crossing. Everyone using the Monon Trail should be able to say they feel comfortable crossing 86th Street. This is clearly not the case.</p> <p>Bicycle Garage Indy has also strongly advocated for a bridge at Nickel Plate/82nd to avoid a similar situation prior to the Nickel Plate Trail getting built. The current Nickel Plate / 82nd / Bash intersection design is a duplicate of the conditions at 86th &amp; Monon, only much worse. As designed, trail users would travel along 82nd in front of a busy gas station, near an interstate interchange and along Bash Road by businesses. 82nd Street has nearly twice the AADT of 86th St (57K vs 33K).</p> <p>In addition, 82nd St has more traffic (AADT) than any other crossing of the Nickel Plate, even Keystone, which recently was approved for 2027 funding through the IndyMPO. Nickel Plate Trail at 82nd St. should have a bridge and should have a bridge from the beginning. Without a bridge, Nickel Plate Trail users will turn around at 82nd St. as they currently do at the Monon/86th St. intersection and the 41-mile connectivity with the Monon, Midland Trace and Nickel Plate trails will not be effectively realized.</p> <p>A bridge at Monon/86th is long overdue. A bridge at Nickel Plate/82nd is needed to proactively address tragic conflicts at this dangerous intersection. We support the recommendations for funding of the bridges and additionally recommend that they be funded as soon as possible</p> <p>Thank you for recommending the two bridges in this latest round of funding recommendations.</p>	
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<p>We, as Marion County taxpayers of 45 years, are in total support of the proposed Monon Bridge over 86th Street. <i>Please</i> make it a definite project as listed in the IMPO, "Call for Funding Projects Recommendation", page 6.</p> <p>As was told to Brienne Delaney, Councilor, district 2, the current crossing of pedestrians and bicyclists causes traffic to stop to allow passage. Unfortunately, one car did not stop and actually killed a bicyclist. Besides the outrageous danger of that crossing, traffic becomes a terrible mess especially when North Central High School starts and stops for the day.</p> <p>PLEASE, PLEASE approve this Bridge as soon as possible!</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
<p>I strongly endorse the funding allocation for the Monon Bridge over 86th Street, scheduled for 2030. Wish it could happen much sooner before another fatal accident.</p> <p>I also endorse the allocation for the Eagle Creek Greenway scheduled for 2029.</p>	<p>Thank you for your feedback. It has been recorded and will be shared with our Transportation Technical and Transportation Policy Committees.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly TeMPO newsletter. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>
<p>Hello,</p> <p>I don't understand how it is advisable to reduce operations and maintenance funding to 0.</p>	<p>I believe you're referring to the attached graphic?</p> <p>The IMPO is a regional planning organization that prioritizes major transportation improvements across Central Indiana using certain funds allocated to the region. The numbers in the graphic differ because the long-term Metropolitan Transportation Plan (MTP) and the short-term Transportation Improvement Program (TIP) serve different purposes for the region.</p> <p>The MTP accounts for all transportation funding in the region, including local, state, and federal sources. It sets broad long-term spending goals across various categories, including Operations &amp; Maintenance (O&amp;M), which covers routine maintenance like pothole repairs and road striping (tasks managed by local governments using local funds).</p> <p>The TIP only focuses on the funding that the IMPO directly</p>

	<p>manages (which is a much smaller portion of overall transportation funding in the MTP) and is focused on short term implementation. IMPO-managed funds are used for more significant projects such as bridge rehabilitation or replacement, roundabouts, new trails, road reconstructions, and other significant non-maintenance improvements. Since the IMPO does not fund basic operations and maintenance, the 18% operations and maintenance category from the MTP is excluded when setting TIP goals. To keep funding priorities proportional, we take the remaining 82% of the MTP goals and scale them to 100% in the TIP. This adjustment makes it appear as though all other categories have higher funding in the TIP compared to the MTP.</p> <p>In short, the graph does not mean the region is defunding operations and maintenance, it just reflects the difference between total long-range regional transportation funding goals (MTP) and short range IMPO-managed funding goals (TIP).</p>
<p>I have several suggestions for the commission, having lived off 91st street between College and Westfield for 20+ years, and driving over the Monon trail- 91st and 96th street interfaces at least once daily.</p> <p><u>Trail users do not stop and look– bike riders, runners, walkers, all ages, all times of day.</u></p> <p>I saw a bike riding police person pull out in front of me and keep going. I have had people ride out in front of me at 6:20 AM in winter darkness.</p> <p><u>Trail users cannot be seen because the interface of the trail and the road is obscured by brush in winter and large growing bushes in the summer. so to the driver, the walker, runner/cyclist who is not stopping frequently is only visible in the last possible moment to the driver.</u></p> <p><u>It is ambiguous who has the right of way–the driver– or is it the trail user who has a stop sign but does not always obey it.</u> some times the drivers slow, or stop to be nice, and sometimes traffic stops in one direction but not the other.</p> <p>Then there are the few days each year on 91st street, when the sun shines directly in the eyes of the drivers close to sun down as we drive west up the little hill to the crest where the monon is. It can be blinding. One hopes there are no pedestrians making bad choices when you suddenly have trouble seeing.</p> <p>So my suggestions:</p> <ol style="list-style-type: none"> <li>1. Routinely – like every month– clear the brush and growth, summer and winter.</li> </ol>	<p>Thank you for your feedback in these two emails. This was just past our comment deadline and our agenda packet has already gone out. That said, I am going to update the agenda packet to include your comment with the call for projects memo. The memo is shared with our Transportation Policy Committee.</p> <p>To stay informed about the MPO's planning and funding programs, consider signing up for our bi-weekly <a href="#">TeMPO newsletter</a>. The newsletter also highlights opportunities for public input on this and other plans and initiatives.</p> <p>We greatly appreciate your interest in improving transportation in our region!</p>

<p>I asked representatives who were parked on the trail at the intersection, but no action was ever taken</p> <p>2. Place obstructive gates at each entrance so the walker/rider/runner must slow down, and must realize that the trail is now intersecting with a road way</p> <p>3. An/or– put up signs that say cars must stop for pedestrians. The flashing lights above the streets do not communicate what the driver is supposed to do. At least to me they indicate i should be watchful for people who will run out in front of the car. well, that is too ambiguous. When i come to the interface, I look to see if i can see a pedestrian approaching and then I tell myself, it is not worth it to honk and to get aggravated over someone who obliviously runs out in front of my car.</p> <p>I know about the terrible death that happened at 91st and the monon. It can be safer if there is more visibility, if pedestrian behavior can be shaped, and if you want us all to stop our cars before crossing the monon– then put up a sign that says that.</p> <p>I will write a separate email about the extremely dangerous situation of no sidewalks for pedestrians on 91st street from the monon to Westfield. That situation is soon likely to get worse with the opening of the apartments on 96th and westfield– and more people will be walking to school and to the Target and jobs .</p> <p>---</p> <p>I have lived off 91st street and Westfield for 20 years. It is consistently dangerous for pedestrians and for drivers on 91st street from the monon to Westfield.</p> <p>There is simply no place to walk. Fast moving cars come down the hill clearly not expecting to see someone walking in the road. Drivers must pull out into the opposing lane— and hopefully no one is coming from that direction. I see teenagers walking to the high school, people wearing work uniforms like Target employees, families with small children— sometimes wearing the native dress of people who have recently come to our country. I have walked the roadway several times myself, but no more. It is so dangerous. There is absolutely no place beside the road to walk— the vegetation grows to the edge of the road. So I cannot walk to the grocery, or ride my bike on the monon, because I don't want to get hit by a car. Yes I could walk out of my way up to 96th street and trot across to reach the monon that way— although the traffic there is even faster.</p> <p>People walk who do not have a car. There will be more people who will want to walk to work or school soon, as the apartments at 96th and Westfield are getting ready to open.</p> <p>This is a preventable danger and why it has not been fixed is shameful. This small patch lacking sidewalks puts so many people at risk. Putting in a small patch of sidewalk would transform this area to be truly and safely walkable. Right now it is as inaccessible as if it were a 4 lane highway. It is foolish to leave this unaddressed.</p>	
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## Checklist of Federal Requirements for the TIP

The TIP is required to meet certain standards. The following chart provides information on those requirements and how this document meets them.

Checklist of Required Information for the Transportation Improvement Program (TIP) Per Federal Regulations				
Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP?	Comments
CFR 450.326 (a)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including applicable tribes and federal land management agencies.	62	Yes
	Cooperation with State and public transit operators	TIP was developed in cooperation with the State (DOT) and (any) public transit operators.	7	Yes
	> or = to 4 years	TIP covers at least 4 years	2026-29	Yes
		TIP cycle matches STIP		Yes
	MPO approval of TIP	Date TIP approved by the MPO's Policy Board. Signed resolution is included.		Pending approval
	Approval by INDOT	Approval recommended by INDOT		Pending approval
	Governor's approval	Approval by Governor		Pending approval
	MPO Conformity Determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP	35	Yes
CFR 450.326 (b)	Public Involvement	TIP uses visualization, is available on the web, process was consistent with public involvement plan, final action includes documentation of significant comments and disposition.	18, 61	Yes
CFR 450.326 (b)	Reasonable Opportunity for Public Comment	TIP identifies options provided for public review/comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	2, 7, 18, 63	Yes
CFR 450.326 (c)	Makes progress toward achieving performance targets	The TIP is designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306 (d).	34	Yes
CFR 450.326 (d)	Anticipated effect of TIP on performance targets	The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.	34	Yes



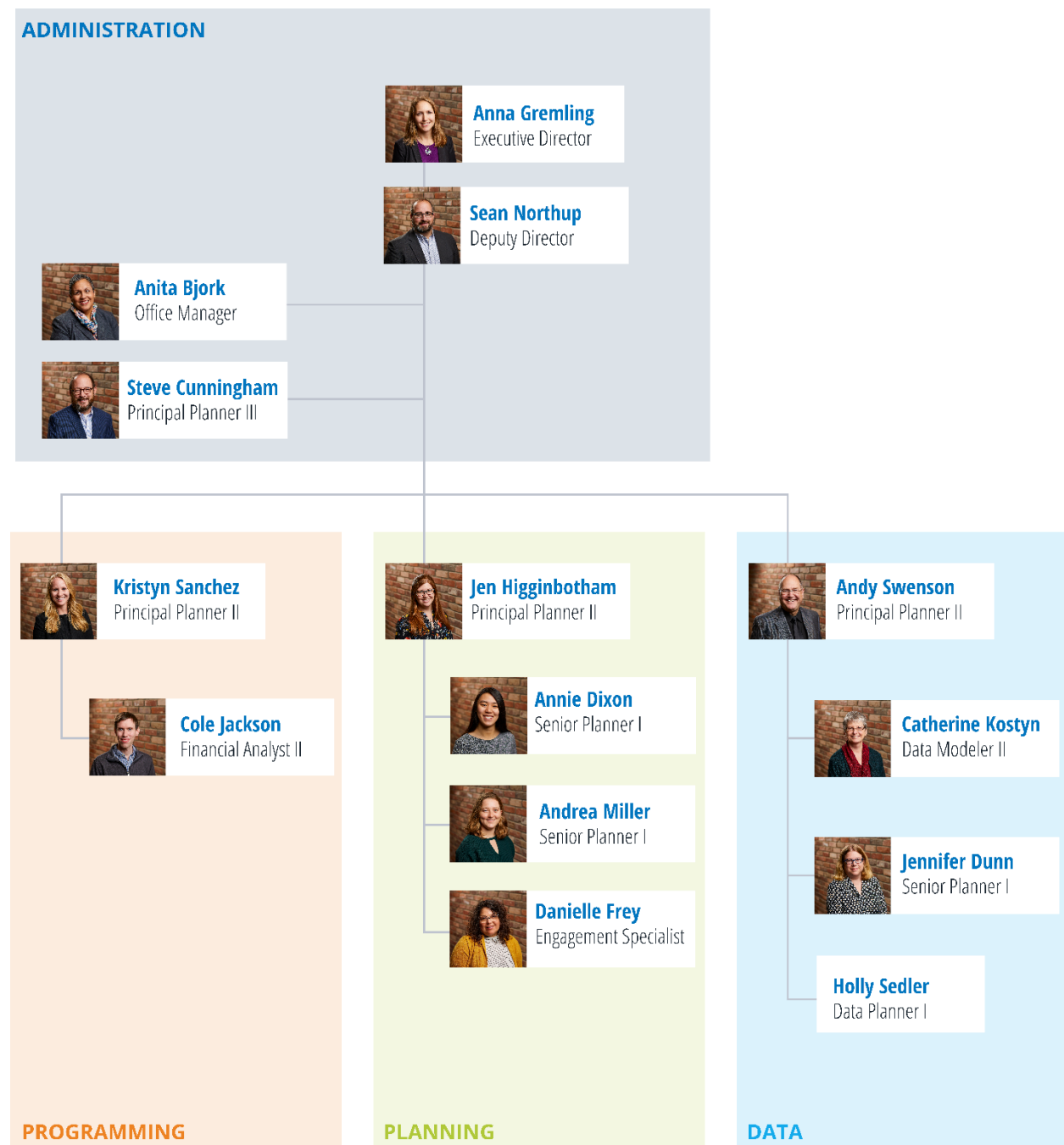
CFR 459.322 (b)	Congestion Management	TMA's TIP reflects multimodal measures/strategies from congestion management process	See MTP	
CFR 450.326 (e)	Specific types of projects to be included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	8-9 Yes, see MiTIP	Yes
CFR 450.326 (f)	List all regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	38	Yes
CFR 450.326 (g)	Information required about each project	Sufficient scope description (type, termini, length, etc...)	8-9- Yes, see MiTIP	
		Estimated total cost (including costs that extend beyond the 4 years of the TIP)	8-9- Yes, see MiTIP	
		Federal funds proposed by year.	8-9- Yes, see MiTIP	
		Proposed category(ies) and source(s) of federal and non-federal funds.	8-9- Yes, see MiTIP	
		Recipient/responsible agency(s) identified.	8-9- Yes, see MiTIP	
		If a nonattainment/maintenance area, TCMs from SIP are identified.	N/A	
		If a nonattainment/maintenance area, project information provides sufficient detail for air quality analysis.	8-9- Yes, see MiTIP	
		Identification of projects that will implement ADA paratransit or key station plans.	8-9- Yes, see MiTIP	
CFR 450.326 (h)	Grouped projects	Projects may be grouped by function, work type or geographic area.	8-9- Yes, see MiTIP	
CFR 450.326 (i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	8-9- Yes, see MiTIP	
CFR 450.326 (j)	Financial Plan	Demonstrates TIP can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	36-37	Yes
		Total costs are consistent with DOT estimate of available federal and state funds.	36-37	Yes
		Construction or operating funds are reasonably expected to be available for all listed projects.	36-37	Yes
		For new funding sources, strategies have been identified to ensure fund availability.	36-37	Yes
		Includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	36-37	Yes
		Contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	36-37	Yes

		Revenue and cost estimates are inflated to reflect year of expenditure.	36-37	Yes
CFR 450.326 (k)	Financial Constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	36-37	Yes
		If a nonattainment/maintenance area, the first two years' projects are only those for which funds are available or committed.	36-37	Yes
		TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	36-37	Yes
		If nonattainment/maintenance area, priority was given to TCMs identified in the SIP.	N/A	
CFR 450.324 (k)	5309 Projects	Total federal share in TIP does not exceed funding committed to the MPA and is reasonably expect to be available.	36-37	Yes
CFR 450.326 (n)	Monitoring Progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	11-15	Yes
		TIP lists major projects (from previous TIP) that have been implemented or delayed.	39	Yes
		If a nonattainment/maintenance area, progress implementing TCMs is described.	N/A	
CFR 450.328	TIP/STIP Relationship	Approved TIP is included in STIP without change.	See STIP	Pending approval
CFR 450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	34, see ALOP	Yes
CFR 450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of CFR450.334 and federal lobbying restrictions of 49 CFR20.110	60	Yes

# Staff Contacts

IMPO staff is made up of three sections led by an Executive Director and a Deputy Director. The programming section manages most tasks relating to the TIP.

For contact information please see the [staff page](#).



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