

2024 ANNUAL REPORT

Guiding Central Indiana's Growth and Connectivity

INDIANAPOLIS METROPOLITAN
PLANNING ORGANIZATION



Driving Central Indiana's Vision for a Sustainable Future

The Indianapolis Metropolitan Planning Organization (IMPO) is Central Indiana's federally-designated regional planning organization. The IMPO creates and implements short and long range plans to advance the region's goals in transportation, economic development, housing, safety, sustainability, and other quality of life issues.

The IMPO is also responsible for distributing certain federal transportation funds for roads, transit, trails, and other means of moving people and goods around Central Indiana. Our planning region includes almost 1,500 square miles, 36 jurisdictions, and approximately 1.78 million residents.



OUR TEAM

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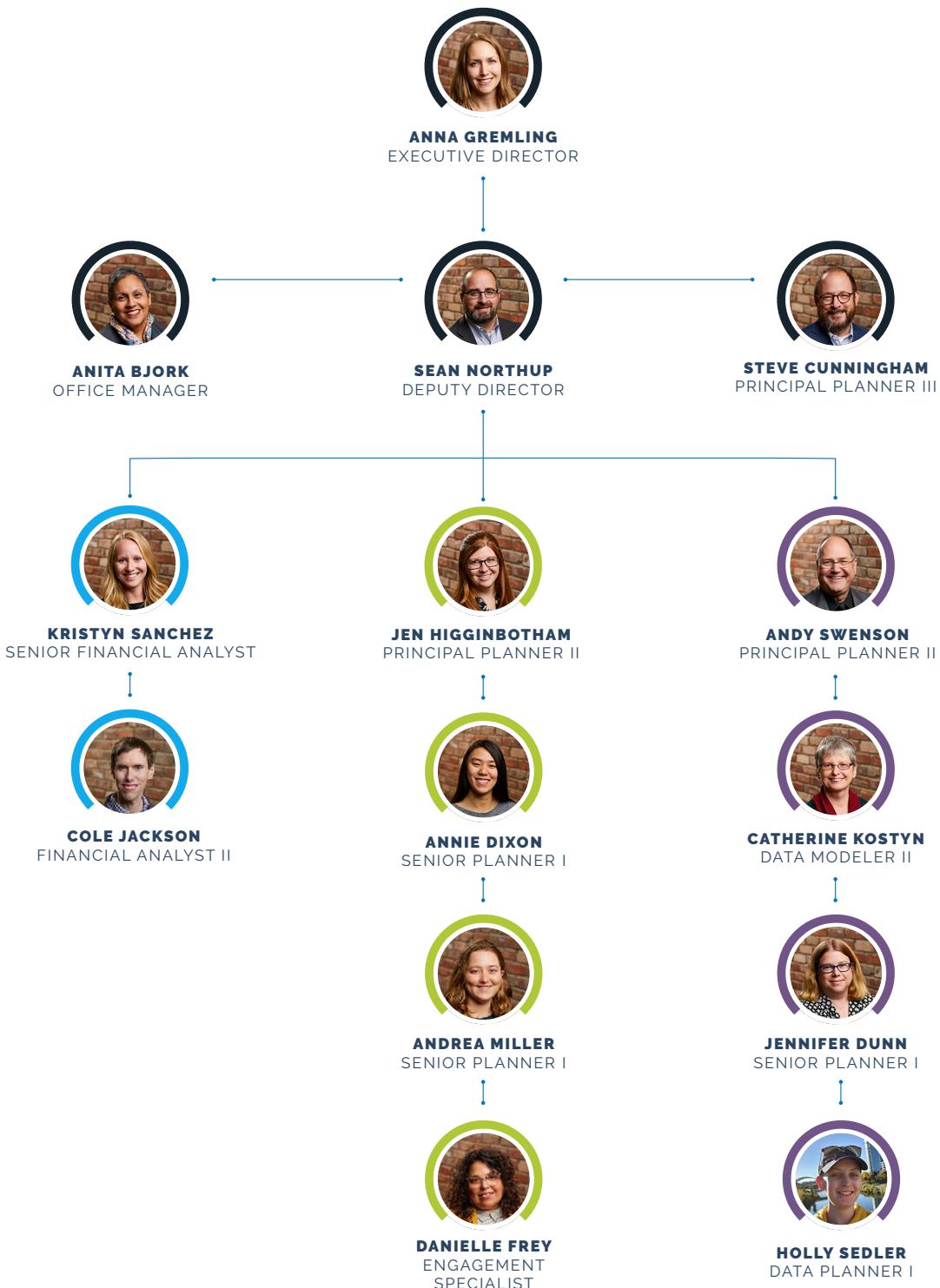
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Building Success Together

MEET THE IMPO TEAM



Organizational Chart Key

● Administration ● Programming ● Planning ● Data

Rose Scovel and Andrew Magee moved on to positions outside the IMPO in November 2024. The IMPO Team wishes them the best. Holly Sedler was an intern in 2024 and hired full-time as a Data Planner in 2025. Kristyn Sanchez was promoted to Principal Planner in January of 2025 and is leading the TIP Section.

Celebrating the IMPO Team

SPOTLIGHT ON EXCELLENCE

IMPO Intern Holly Sedler

Holly joined the IMPO in May 2024 and continued as an intern in the Data Section through the remainder of the year. They recently accepted an offer to join the IMPO full-time and will start as a Data Planner 1 in January 2025.



Originally from Bloomington, Minnesota, Holly came to Indiana to earn their bachelor's degree in urban planning and development from Ball State University. During their internship with the IMPO, Holly has been pursuing a GIScience certificate from Ball State University, with completion anticipated in December 2024.

Holly came to the IMPO from Visit Indy, where they developed online web applications and updated development information on the Visit Indy website. They previously had a planning internship with the City of Brooklyn Park in Minnesota, where they were part of the planning team that handled various things, including cartography and compiling research for adding floor area ratio to zoning.



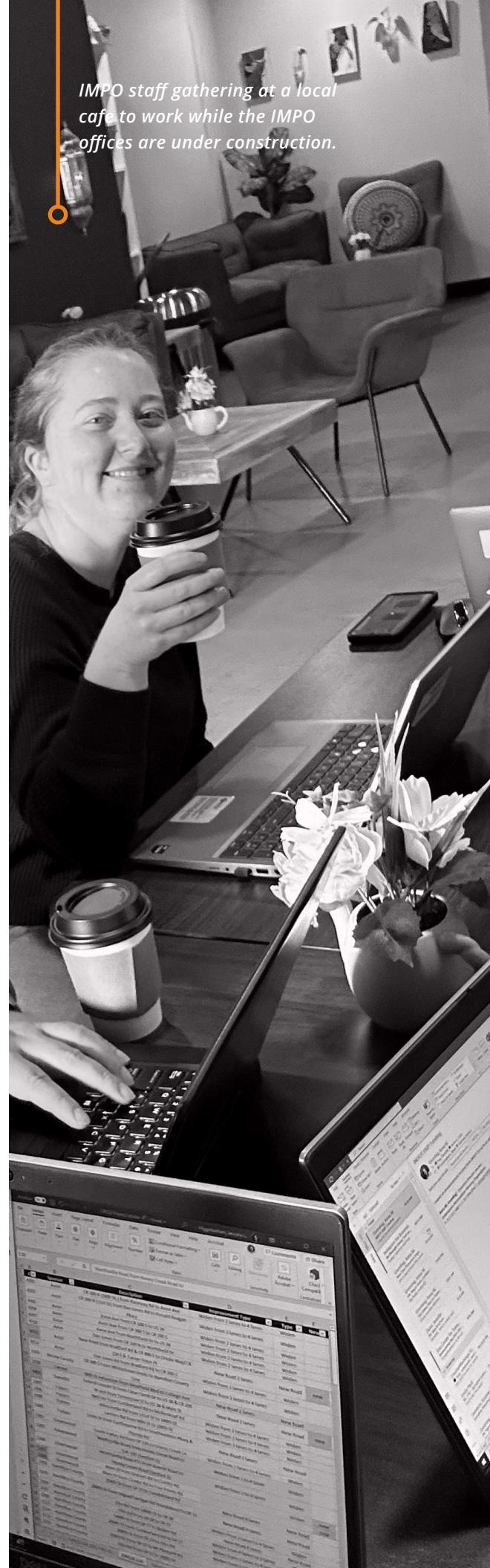
Rose Scovel Ball State College of Architecture and Planning Distinguished Alumni

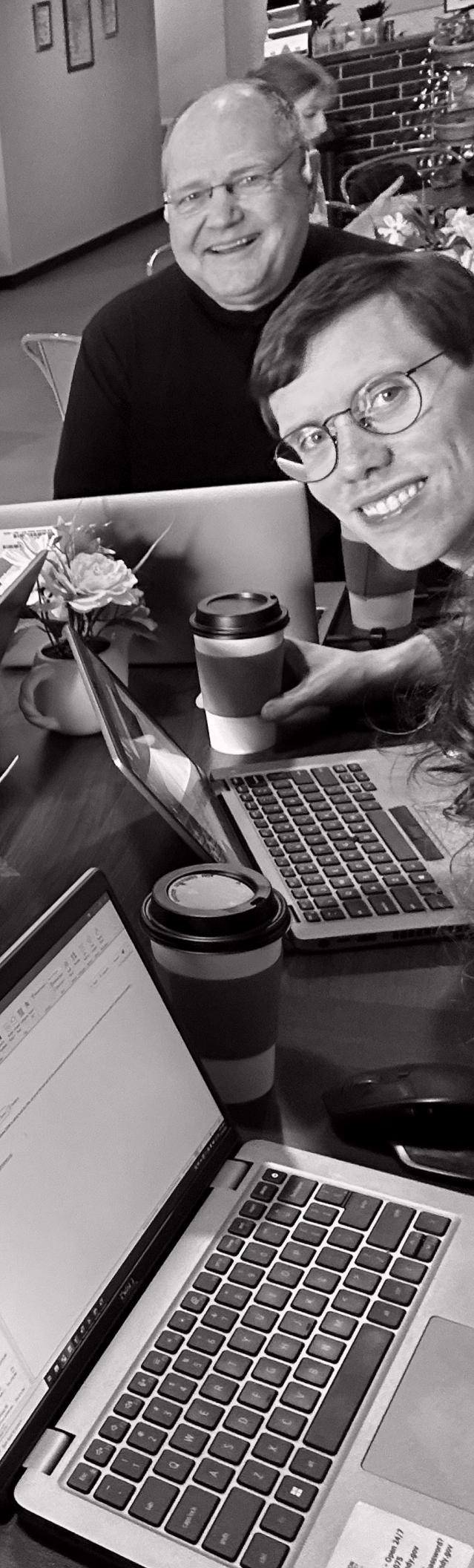
Rose Scovel was recognized as an Outstanding Alumnus by the Ball State University College of Architecture and Planning this year. The announcement from the university was:

*Rose Scovel, AICP
Master of Public Administration 2005, Bachelor of Urban Planning and Development 1999*

Rose Scovel graduated with a 5-year Bachelor of Urban Planning and Development program in 1999. She began her career working for the Indiana Economic Development Academy (now known as the Center for Economic and Community Development) while simultaneously earning her Master of Public Administration degree from Ball State in 2005. She transitioned to the private sector in 2004, working

IMPO staff gathering at a local cafe to work while the IMPO offices are under construction.





for HNTB and LSL Planning. In 2018, Scovel went to work for the Indianapolis Metropolitan Planning Organization (IMPO). The IMPO leadership adopted the strategic plan for administration separation from the City of Indianapolis and expanded services to the region beyond transportation. In her role, she manages projects, assists communities with State of Indiana READI projects, and manages the agency's Human Resources system. Scovel serves the Indiana Association of Regional Councils as secretary/treasurer.

Annie Dixon Best and Brightest Finalist



Junior Achievement of Central Indiana's Best and Brightest Honors Annie Dixon in the Government, Tourism, and Arts category.

Dixon was recognized as a finalist in the Government, Tourism, and Arts category at the annual Best and Brightest awards ceremony. Awarded to rising regional leaders, the Best and Brightest ceremony highlights young professionals contributing to Central Indiana.



Andrea Miller earns AICP

Earlier this year, IMPO Senior Planner Andrea Miller passed the American Institute of Certified Planners (AICP) exam and became AICP certified. The AICP provides the only nationwide, independent verification of planners' qualifications.

Certified planners pledge to uphold high standards of practice, ethics, and professional conduct while continuously pursuing advanced professional education to keep their skills sharp and current. Andrea joined the IMPO's Planning Section in 2022 and oversees work on traffic safety and housing-related issues.



Convene

**BRINGING TOGETHER IDEAS AND
INNOVATION FOR CENTRAL
INDIANA'S FUTURE**

2024 Indiana MPO + IARC Conference

FUTURE INSIGHT

2024 INDIANA MPO + IARC CONFERENCE

This year, the IMPO partnered with the Indiana Association of Regional Councils (IARC) to host Future INsight, the 2024 Indiana MPO + IARC Conference, marking the first time the two conferences were held together. The conference occurred from October 15 to October 17 at the NCAA Conference Center in downtown Indianapolis. There were three breakout tracks, five mobile workshops, four keynote sessions, and a reception at Pins Mechanical. The IMPO and IARC hosted over 230 people at the conference this year.

At Future INsight, Andrew Magee presented on the Central Indiana Regional Active Transportation Plan (ATP), highlighting public engagement efforts, including interactive maps created for the project. Andrew was joined by presenters from the Madison County Council of Governments, who described their efforts to prioritize active transportation investments in Madison County. This report's "Plan" section provides more information on the ATP, which was approved in 2024.



Annie Dixon presented on the IMPO's Regional Resiliency Snapshot, which included a deep dive into the scoring methodology to assign risk and criticality ratings to roadway and bridge assets in the region. Annie fielded questions on the integration of equity, how threats to Central Indiana were identified, integration into the Metropolitan Transportation Plan, the PROTECT discretionary funding source, and more. More information on the Regional Resiliency Snapshot, approved in 2024, can be found in this report's "Plan" section.





Senior Planner, Annie Dixon facilitating the Prairieville Workshop at Future INsight.



Rose Scovel joined a panel to discuss metropolitan transportation plan tools. Her presentation focused on the Indianapolis MPO Regional Activity Centers' work in 2019 and 2023 and how those centers are incorporated into the Metropolitan Transportation Plan project scoring for time periods.

Rose Scovel also led a mobile workshop at the 16 Tech campus. The 16 Tech Innovation District is a 50-acre community that fosters world-changing innovation and economic opportunity. The tour included the signature bridge connecting 16 Tech to IU Indianapolis (under construction), the co-working and collaboration spaces, the maker spaces, and the AMP food hall. Andrea Miller, Steve Cunningham, and Jen Higginbotham also led mobile workshops.

Jen Higginbotham led a breakout session discussing the challenges of sharing data between regional and local organizations. Approximately 50 people attended the session, responded to live polling questions, and broke into four groups for continued discussion, making it one of the most popular breakout sessions of the conference. The discussions concluded with compiling a list of possible solutions to implement.



Safety Workshop

Building on the work accomplished through IMPO's Safe Streets and Roads for All Safety Action Plan, the Indianapolis Metropolitan Planning Organization invited member staff to a Traffic Safety Workshop in June. The Safety Workshop provided resources for communities, presentations from community members on a diverse set of safety projects, and an opportunity for participants to collaborate on ways to promote traffic safety in their communities. In 2025, the IMPO will update the Safe Streets and Roads for All Safety Action Plan to continue providing members with up-to-date information and data regarding traffic safety throughout the region.



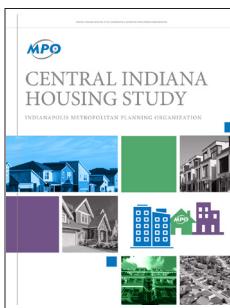
Inform

EQUIPPING OUR REGION WITH DATA-DRIVEN INSIGHTS

Utility Coordination Best Practices Whitepaper

Utility coordination is crucial to the successful planning and execution of transportation projects, impacting project timelines, costs, and construction safety. To support transportation projects around the region, the IMPO convened regional stakeholders to discuss issues, research solutions, and promote best practices related to utility coordination.

This process has resulted in a Utility Coordination Best Practices Whitepaper that examines transportation project utility coordination issues and potential solutions. The whitepaper analyzes the primary factors contributing to utility-related construction delays, including poor communication and coordination processes, inaccurate utility information, and a lack of standard policies and permitting. It then addresses these issues by providing suggestions for improved engagement, methods for obtaining more accurate utility information, and possible means of standardizing policies, procedures, and permits.



Housing Study

In January 2024, the IMPO completed work on the Central Indiana Housing Study (CIHS), which began in 2023. The CIHS provides a holistic understanding of the region's housing state, transcending individual jurisdictions to assess housing at the metropolitan level. This study assesses pricing and availability by type, quantifies

how that compares to what the population wants and can afford and proposes policy solutions for issues identified at the regional level. It also integrates previous work done by the IMPO and external organizations while providing a cohesive picture of the importance of diverse housing options in supporting Central Indiana's continued growth and vibrancy.

The process for the Housing Study heavily emphasized engagement with various stakeholders throughout the region to gain an understanding of differing perspectives and to create consensus on long-term goals related to housing. The Steering Committee, composed of local public agency member





Andrea Miller presenting about findings from the Central Indiana Housing Study.

representatives, non-profit developers, for-profit developers, housing advocates, funders, and other housing institutional stakeholders, provided direct feedback on the different components of the Housing Study. Other regional entities were interviewed in separate stakeholder conversations and three check-in meetings with local public agency member staff. A combined public speaker event on housing and open house revealed preliminary results to the public in September 2023.

Key findings from the study included:

- Between 2020 and 2022, the median sales prices of single-family homes increased an average of 31.6% across all IMPO counties; rent increased 21.2%, while wages rose only 8.8%.
- Current recommendations are that housing costs not exceed 30% of household income. Under this scenario, a median household income of \$73,173 cannot afford the median housing price of \$300,000, even if they save the recommended 20% down payment of \$60,000.
- While the region has a preferential surplus of 3+ bedroom houses in the mid-and higher-cost range, there is an extreme shortage of units affordable to incomes under \$35,000 and a shortage of 1-and 2-bedroom units (e.g., condos, smaller townhomes and homes) for all income levels.
- Many contributing factors are at play in the rise of housing unaffordability, including broader market forces such as higher interest rates; however, local policy decisions also play a role. Restrictive zoning and design standards, informed by public opinion and fears, are significant factors in limiting housing and driving up costs.

Climate Pollution Reduction Grant



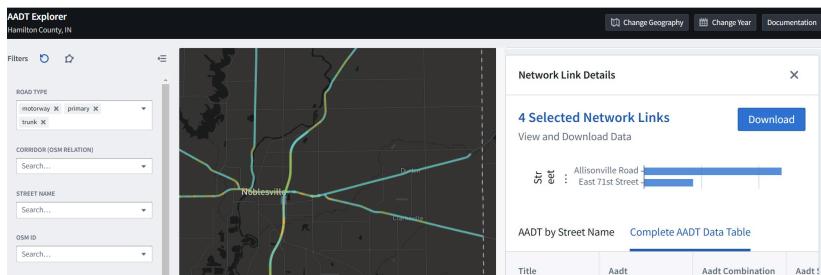
The IMPO has worked with the Central Indiana Regional Development Authority (CIRDA) to develop regional climate action planning documents. Funded by a \$1 million planning grant from the Environmental Protection Agency (EPA), the IMPO has assisted with facilitation and public engagement for the three required documents. The four-year planning process began in 2023 with

the Priority Climate Action Plan (PCAP). The IMPO chaired the transportation working group to facilitate technical expertise on greenhouse gas reduction measures, benefits to communities, and funding challenges. In early 2024, the IMPO assisted in finalizing the PCAP for submission to the Environmental Protection Agency in March, which positioned Central Indiana to pursue federal implementation funding. No applications in the State of Indiana were awarded implementation funding.

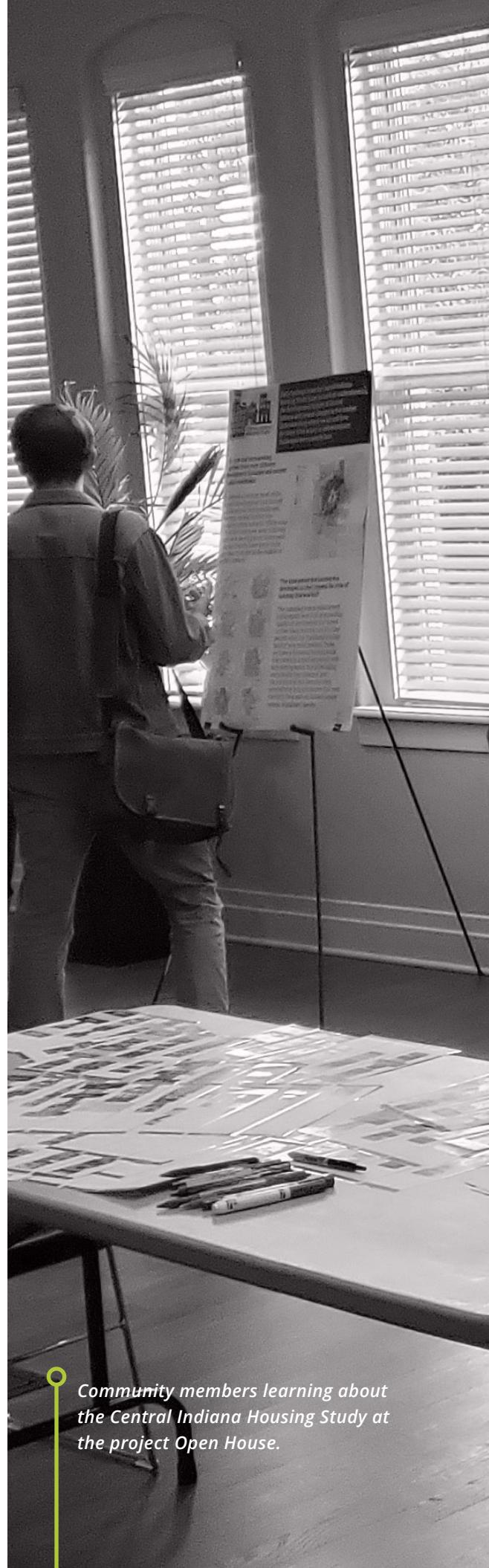
However, planning continued as the Comprehensive Climate Action Plan (CCAP), the second of three required documents, began. The IMPO continued public engagement for the CCAP planning process, building off input collected during PCAP development. The IMPO attended or hosted 21 events in 2024, combining community events and open houses. The IMPO shared information about the planning process and gathered input from community members. The Environmental Protection Agency identified specific locations to concentrate community engagement, termed "LIDAC" areas or low-income and disadvantaged communities. The IMPO prioritized these areas for engagement.

The IMPO has employed many strategies to reach residents of Central Indiana, including sharing online and print advertisements, hosting in-person and virtual open houses, sending out street teams, and attending community events. The organization's work will continue until 2027, when the final document, the Status Report, is complete.

IMPO's Replica License



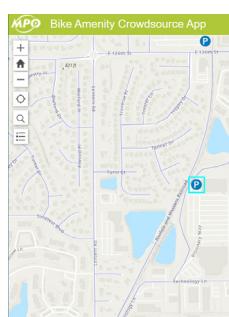
In April 2024, the IMPO contracted with Replica as its new Mobile Data Provider. Replica provides data about the built environment and how people interact with it. With Replica, the IMPO can access multiple datasets and metrics across mobility, demographics, economic activity, and infrastructure. Tools within the Replica platform include an AADT Explorer, Turning Movement Count Explorer, Network Speeds Viewer, and Origin-Destination studies.



Community members learning about the Central Indiana Housing Study at the project Open House.



All the IMPO's member agencies will have direct access to the Replica tools. There is no limit to the number of users an agency can have and no use restrictions. Anyone with an email domain from one of the IMPO's member agencies can create a Replica account. In the first year of using Replica, 53 users were made for the IMPO account.



Ride Guide Updates

The IMPO kept up the trend for another year in 2024 by updating the Central Indiana Ride Guide online bicycling map. The Ride Guide identifies open bikeways throughout the region, as well as locations for amenities such as bike racks, bike-share stations, park-and-ride locations, bike shops, repair stations, non-commercial public restrooms, and secured bike parking (such as bike lockers), as well as the amenity's condition. To update the Ride Guide across such a large area (1,500 sq. mi.), the IMPO has used a crowdsourcing platform since 2022. During May, National Bike Month, the public is invited to submit locations for previously unidentified or altered amenities in the region. Staff have reviewed these points and added them to the Ride Guide. In 2024, almost 50 new data points were added with record input from the crowdsourcing campaign.

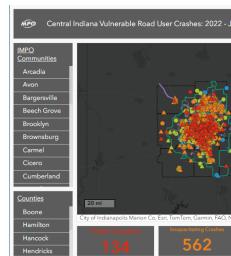
The Central Indiana Ride Guide is one of Indiana's most comprehensive bike information resources. As local communities continue to build out bike networks and amenities, the number of bikeway facilities and amenity locations will continue to improve.

To view the Central Indiana Ride Guide, visit www.indympo/rideguide.

Crash Dashboard and Crash Data Cleanup

During 2024, the IMPO continued to correct the locations of ARIES (Automated Reporting Information Exchange System) crash records. ARIES records are the official crash record repository for the State of Indiana, but these records have issues with locational accuracy.

Since 2017, the IMPO has corrected the locations and cleaned fatal and incapacitating records in the eight-county region from January 1, 2012, through August 31, 2024. At the beginning of 2024, staff took over the cleaning task instead of a vendor.



The IMPO also continuously strives to address and support safety across the region. In 2022, the IMPO Transportation Policy Committee adopted a Vision Zero Policy, committing to reducing serious and fatal crashes by 35% by 2024. The same year, the IMPO Safety Action Plan was adopted and subsequently updated in 2023. An important informative tool for these goals is the Crash Dashboard, which enables the IMPO's Local Planning Agencies (LPA) and the public to view official ARIES crash records from the State of Indiana.

The IMPO's Crash Dashboard displays over 34,000 corrected fatal and incapacitating crash records and will display all the 2024 data by February 2025. Users can filter on a specific type of crash, a particular year, or a specific community. Users can also click on a specific crash to see further details.

A new addition is The Vulnerable Road User Crash Dashboard (VRU). It uses the same data repository and focuses on crashes involving pedestrians and/or pedal-cyclists (bicyclists), as those road users are often involved in the Vision Zero Efforts and goals. The VRU dashboard expands on these crashes further by distinguishing crash types between fatal, incapacitating, non-incapacitating, and other. In addition, a small portion of trails based on major bike paths were added to enrich the discussion. Like the Crash Dashboard, the data is reviewed for location accuracy and will be routinely updated to include the most recent information.

The Indianapolis Travel Demand Model

The Indianapolis Travel Demand Model (ITDM) is a set of advanced mathematical models used to forecast transportation demand, and serves various purposes, including supporting the Metropolitan Transportation Plan (MTP) and Amendments, Air Quality, and LPA support.

Between January and October 2024, the IMPO modeling staff responded to various ITDM data requests from LPAs and their consultants, ranging from model flow projections for a single project to several complex subareas and select link analyses for projects for a large geographic area. Other requests were received from INDOT to assist with Maintenance of Traffic plans and traffic studies. Some requests were only for one specific scenario year and limited to forecasted flows in future years, while others included multiple model years and/or other types of analysis.



The IMPO goes to many events to speak with residents. Annie Dixon is gathering input at a farmer's market for the Regional Resiliency Snapshot.



Plan

CHARTING A STRATEGIC PATH FOR CENTRAL INDIANA'S TOMORROW

Regional Resiliency Snapshot



As climate change impacts historic, predictable weather patterns, Central Indiana will continue to experience disruptions that affect residents, infrastructure, and existing, reliable systems. To better prepare for disruptions, the IMPO commissioned the Regional Resiliency Snapshot to identify resources and threats to the region's assets. The Snapshot also included a detailed assessment of the resiliency of the region's road and bridge network, which positioned prioritized projects for reduced local matches under the Federal PROTECT discretionary grant competition.

The Regional Resiliency Snapshot explores the region's resources, such as natural waterways, emergency shelter locations, employment, and more. It also identifies threats to those resources derived from public input and the region's multi-hazard mitigation plans. The Snapshot identified resource threats such as water shortage, extreme heat, population flux, future pandemics, and more.

The transportation assessment evaluated roads and bridges around the region on functional class 3-6 assets (principal arterials, minor arterials, major collectors, and minor collectors) for their risk to four key natural hazards (winter weather, extreme heat, tornado/strong winds, and flooding) as well as their importance for individuals using the assets. Each asset was given a score for risk and criticality and graphed relative to each other. The IMPO has a story map identifying assets, risk, and criticality.

Upon adopting the Regional Resiliency Snapshot, the IMPO's Transportation Policy Committee voted to incorporate the results into the Metropolitan Transportation Plan (MTP)



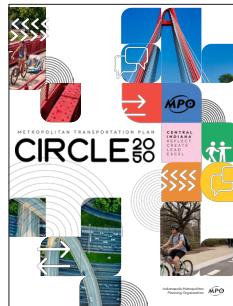
scoring process, awarding up to five points for a project's resiliency score.

Metropolitan Transportation Plan



The Metropolitan Transportation Plan (MTP), updated every four years, is a long-term plan for the region's investment in transportation. In 2023, the IMPO began working on an update to the 2050 MTP, which uses the same planning horizon year (2050). To distinguish the two, the latest update is called Central Indiana: Reflect, Create, Lead, Excel 2050 Metropolitan Transportation Plan or CIRCLE 2050 MTP for short.

Key elements of the plan include comparisons to other regions in the country with similar growth and changes and a summary of regional planning efforts in transportation, environment, safety, and land use. The plan includes a policy framework with vision, goals, strategies, and a list of financially constrained proposed projects through 2050. The CIRCLE 2025



MTP is integral in deciding funding amounts and implementing transportation needs to address mobility challenges throughout Central Indiana. The plan includes regionally significant projects that increase the network's capacity, including building new roads or adding travel lanes to existing roads. The plan also discusses preferred growth patterns, alternative transportation, and congestion management strategies.

The IMPO Transportation Policy Committee adopted the CIRCLE 2050 MTP on December 4, 2024.

Trail Oriented Development (TrOD) Toolkit

There are many trails (greenways) in Central Indiana: the Monon Trail, Nickel Plate Trail, Fall Creek Trail, Pennsy Trail, B&O Trail, and Midland Trace Trail are some of the well-known regional trails. Many smaller trails are planned or developed throughout Central Indiana. Some of the trails have well-



Principal Planner, Jen Higginbotham, at a library listening session preparing to talk to residents about the CIRCLE 2050 MTP.

defined development nodes that are vibrant and successful (Broad Ripple, Carmel Midtown and Art & Design District, Nickel Plate District in Fishers). At the same time, other areas have not been able to develop commercial/mixed-used spaces that embrace the trail, or they are on the cusp of being able to do so but are not there currently. This study intended to identify success factors for Trail Oriented Development (TrOD), potential nodes on the existing/planned trail network, potential development guidelines, and potential tools for overcoming identified obstacles to success. The process resulted in a toolkit for local public agencies to use as they develop plans for development along their trails.

Central Indiana Regional Active Transportation Plan Approved

In early 2023, the IMPO began creating an Active Transportation Plan (ATP) for the Central Indiana region. The plan combines analysis and recommendations for connecting bicycle, pedestrian, transit, shared, and electrified mobility options.



At the 2024 Future INsight (joint MPO/IARC) Conference, Andrew Magee covered the plan's engagement methods, including the makeup of a steering committee and Focus Groups, information about several community pop-up events, an online public survey that gathered responses from nearly 300 people, and a guest speaker event featuring Olantunji Oboi Reed, a champion for equitable mobility options. One key component is a functional analysis of gaps in the active transportation network.

Andrew also displayed an ArcGIS StoryMap as the executive/high-level summary of the plan's key points. It includes interactive analysis maps and prioritization scoring for missing network segments. He followed this up with a closer look at a summary map of the over 900 individual, location-based comments submitted in the public survey. The summary map enables filtering by community, county, or mode, making communicating these comments to the IMPO's member organizations easy.

The ATP was made available for public comment in May 2024, and at the June 5, 2024, Joint Transportation Technical and Policy Committee meeting, the plan was officially approved. For more information, visit the project page at www.indympo.org/atp.

2023-2024 Data RoadMAP

In 2023, the IMPO engaged Caliper Corporation and City Strategies, LLC to develop a Data, Modeling, and Analysis Plan (Data RoadMAP) to update the 2018 Data, Analysis, and Modeling Plan. The original 2018 plan provided a framework for significant IMPO investments in data acquisition and model development from 2018 to the present.

The RoadMAP update provides a list of recommended investments for the years 2025 through 2030. These recommendations support the MPO's ongoing performance-based transportation planning and its economic development, land use, housing, and resiliency planning initiatives.

RoadMAP recommendations were developed in coordination meetings with the IMPO staff. The first stage of this update, completed in 2023, focused on IMPO transportation modeling needs. Activities in 2024 have focused on supporting the recommendations made in a series of plans completed at the end of 2023 and the spring of 2024.

The recommendations of this Data RoadMap are organized into the following five sections:

1. Traditional/Core Data Recommendations
2. Recommended Analytical Studies
3. Recommended Indianapolis Travel Demand Model (ITDM) Improvements
4. Other Recommended Tools
5. Recommendations for New IMPO Initiatives

RoadMAP recommendations are accompanied by the recommended budgeting for these investments and a final section with brief notes on possible investments beyond this period.

The "Party on Pleasant" was a community celebration of the opening of Phase 1 of the Reimagine Pleasant Street Project in Noblesville, Indiana.





Fund

EMPOWERING COMMUNITY PROGRESS WITH STRATEGIC INVESTMENTS

Federal Funds Exchange

On October 2, 2024, the IMPO received over \$62 million from the State of Indiana, marking the first payment in the Federal Funds Exchange (FFE) Program and a milestone for Central Indiana. This funding resulted from years of collaboration with INDOT and partners toward new business practices. The Federal Funds Exchange agreement, Indiana's first, offers program management flexibility, improves project efficiency, and shortens delivery timelines.

After years under INDOT's annual allocation policy—requiring the IMPO to spend its full federal allocation annually or lose funds—the IMPO and INDOT negotiated the agreement in August 2020. This replaced INDOT's previous "use it or lose it" policy, which affected local agency funds.

Since the program's start in 2021, the IMPO has programmed \$149 million for 48 projects across 16 local agencies. Initial projects included Noblesville's Pleasant Street construction, using Advanced Construction funding from the FFE program, and the rehabilitation of the 16th Street and Dr. Martin Luther King Jr. Street Bridge over the Canal, which went to bid in under three years.

Safe Streets for All Implementation Grant

In 2022, the IMPO completed its first Safe Streets and Roads for All Safety Action Plan. In addition to providing the region with critical traffic safety information and recommendations, completing the Safety Action Plan also qualified local public agencies to apply for federal Safe Streets and Roads for All Implementation Grants. In 2024, the City of Indianapolis and IndyGo, using the IMPO Safety Action Plan as their qualifying plan, successfully won a nearly \$20M Implementation Grant (\$19,983,200) to complete a variety of Complete Street upgrades. The project includes improving or constructing approximately 11 miles of sidewalk, 538 curb ramps, 71 bus boarding areas, and 18 mid-block crossings. In addition to the upgrades primarily in underserved communities, they are located on the region-wide High Injury Network.

TRANSPORTATION IMPROVEMENT PROGRAM

By The Numbers

Strategic Investments for a Safer, More Connected Region Advancing Central Indiana's Mobility.

From 2024 to 2027, the Indianapolis MPO is investing \$5.68 billion across 322 transportation projects to enhance infrastructure throughout Central Indiana via the transportation improvement program (TIP). In SFY2024 alone, \$643 million in federal allocations—spanning roads, bridges, bike and pedestrian paths, and transit—will boost regional connectivity.

Through IMPO-managed funding of \$62.8 million, construction is underway on projects like roundabouts, bridge rehabilitations, and electric bus expansions. In April 2024, the Transportation Policy Committee awarded an additional \$60.6 million for 17 local projects set to be let by June 2027, reaffirming the MPO's commitment to building a vibrant, accessible future for all.

These projects will go to a local letting no later than June 2027.

2024-2027
TIP Projects

322

Total Cost
of Projects

\$5.68B

TOTAL SFY2024 FEDERAL ALLOCATIONS FOR IMPO PLANNING AREA

\$643,184,214



Bike & Pedestrian
\$22,650,112



Bridge
\$122,853,331



Intelligent
Transportation
System (ITS)
\$14,334,727



Other
(Safety Improvements,
Railroad and Environmental
Protection, and more)
\$19,399,050



Road & Highway
\$425,753,004



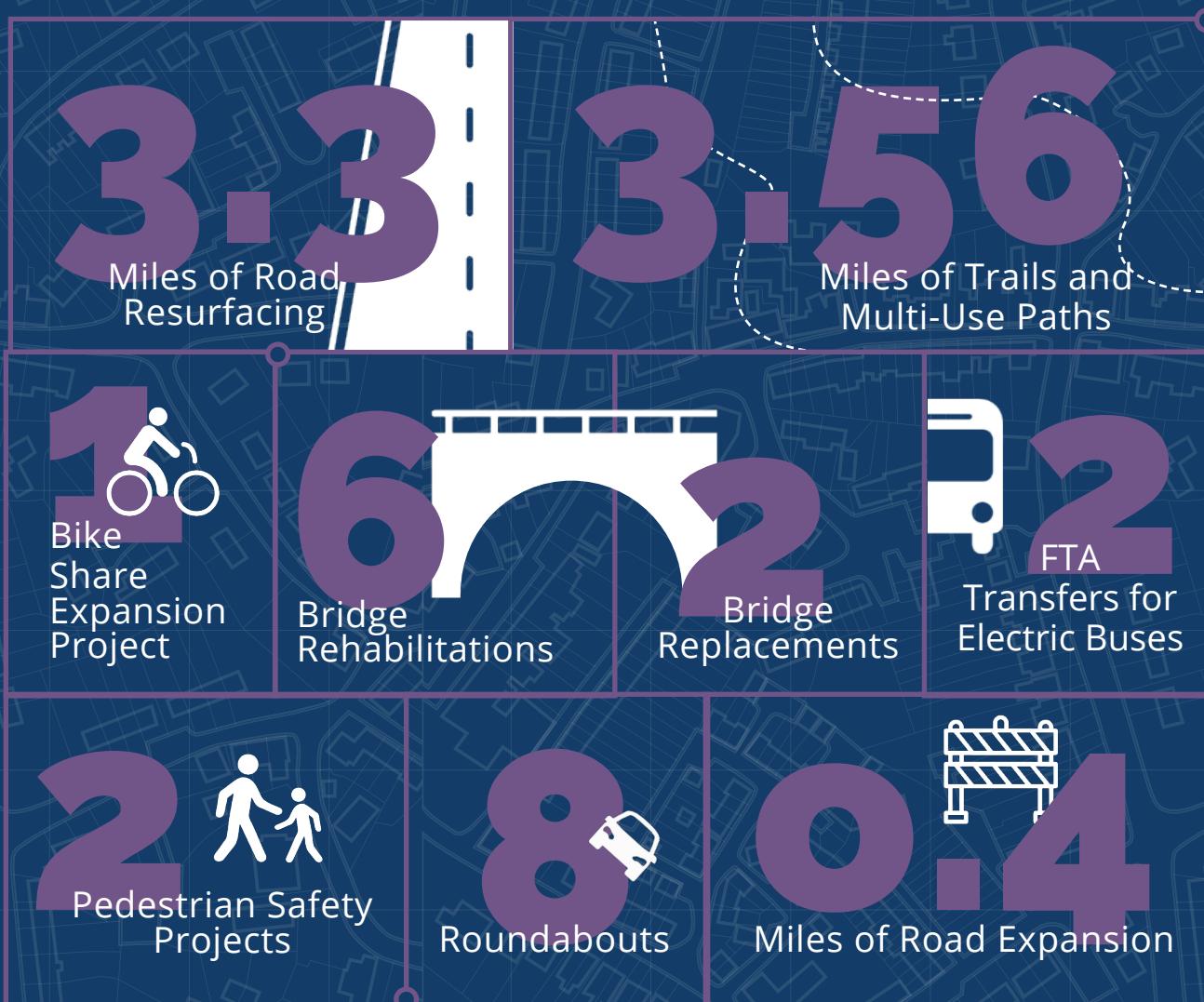
Transit
\$38,193,990

IMPO-MANAGED FUNDING, SFY2024 ALLOCATIONS

Congestion Mitigation and Air Quality (CMAQ)	\$11,086,289
Highway Safety Improvement Program (HSIP)	\$7,108,887
Surface Transportation Block Grant (STBG)	\$39,387,902
Transportation Alternatives (TA)	\$5,239,350

\$62,822,428

SFY2024 IMPO RELEASED CONSTRUCTION FUNDING

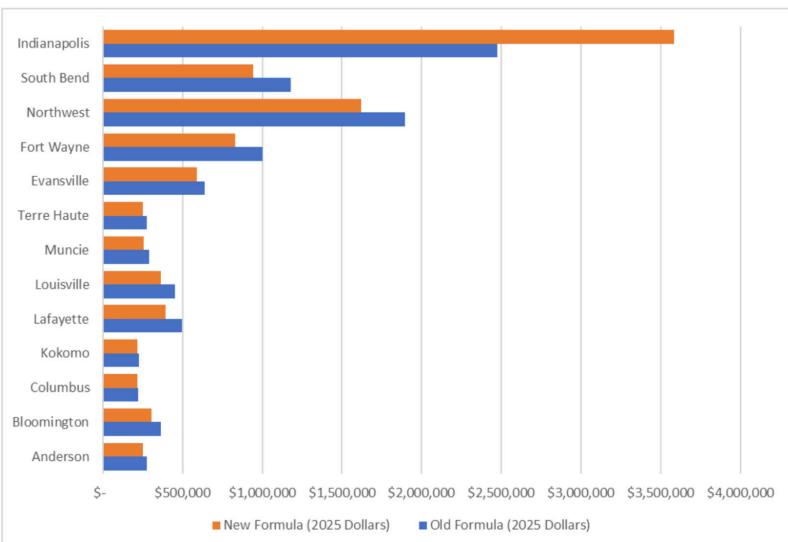


PL Funding Formula Change

PL funds are planning dollars distributed to MPOs to carry out planning activities mandated by federal law (e.g., MTP, TIP, UPWP, etc.). These funds are distributed statewide via a formula established by State DOTs and MPOs approved by FHWA. Before 2005, funds were distributed by population. In 2005, the MPO Council established a new tiered distribution system that limited PL funding to MPOs reaching a specific population threshold. For over a decade, the IMPO was the only MPO in the state to reach the threshold, triggering a cap on how much PL the IMPO could receive. The IMPO received \$700,000 - \$1,000,000 less each year, and the formula was in place relative to population.

The PL committee met numerous times to discuss changes to the formula, but no new formula was approved until April 25th, 2024. After extensive discussion and one failed vote, the MPO Council approved a new formula establishing a tiered base distribution amount with the remainder of PL money distributed by population. The new formula eliminated the funding ceiling, limiting the IMPO's funding, and it is anticipated that the IMPO funding will increase by over \$500,000 annually.

The graph below shows 2025 PL monies distributed with the prior and newly adopted formulas. The new formula also better distributes PL funds per person throughout the state.



READI funds were used for park amenities, paving, stormwater and power at Stone Eater Mountain Bike Park.



READI Completed Projects

Boone County Housing and Utility Study: The housing needs assessment aimed to identify existing and future housing inventory throughout Boone County and to determine strategies that will help ensure the housing market provides opportunities for all income levels with a primary focus on the workforce housing needs of Whitestown and Lebanon. Included in this study was an assessment of existing housing conditions, present and future demographic market demands and identification of critical housing gaps both now and in the future. The study provided a utility needs analysis, focusing primarily on the western part of the county (Jamestown, Thorntown and Advance) to determine areas that utilities could best serve to prepare for growth.

Clear Creek Conservancy District Heritage Lake Wastewater Treatment: The project increased the capacity of the Clear Creek Conservancy District wastewater treatment plant from 0.4 MGD to 0.9 MDG. The plant was operating at capacity and had received Sewer Ban Early Warning letters from IDEM in 2019, 2020, and 2021. The project included headworks upgrades, a third oxidation ditch, an additional clarifier, replacement of existing chlorine disinfection with UV disinfection, additional sludge management piping, an upgraded lift station, and an outfall sewer to increase the wastewater treatment plant's capacity to deal with both current and projected flow and waste loadings.

Brownsburg Ronald Reagan Parkway Sewer: This project was a sanitary sewer extension to support development northeast and along the future Ronald Reagan Parkway Corridor. It was necessary to meet future growth demand in the corridor and attract economic development opportunities. The project involved a 24" gravity sewer running from CR 700N to Maloney Road, paralleling the future Ronald Reagan Corridor.

Lebanon Stone Eater Mountain Bike Park: This project included a public mountain bike park owned and operated by the City of Lebanon, with partnerships to host competitions and draw visitors to the region. READI funds were used for water, stormwater, paving, power, and amenities for the park.

Bargersville Umberger Plaza: The scope included an arrival plaza, public restroom facility, event lawn, concrete pad for portable stage construction, and food truck parking. It is located across from the town officers and adjacent to a trail and the railroad.



Bargersville White River Crossing Lift Station: This project scope included a large-diameter force main and casing under I-69 (complete), a 2-in. force main (completed), a surge tank at Morgan Co. WWTF, and the Bluff Creek Regional Lift Station construction. The lift station, funded through READI, will help serve new development in Johnson and Morgan counties.

Whiteland Mohr Industrial Park Sanitary Sewer: This project upgraded an existing sanitary lift station to address capacity issues. The current facility could not handle the flow from future commercial and industrial projects, and a larger lift station was needed to serve the area's ongoing growth. The upgrades included a larger wet well and valve vault, new piping, and upgraded control panels.

Danville East Side Interceptor: The READI funds were used to construct sanitary sewer infrastructure supporting a new hotel on US 36 in Danville. However, investment in building the interceptor for the hotel project will not be possible. This 1,850-linear-foot sanitary sewer was bored under Main Street. Danville has no hotels, and the new hotel will support various events in the Hendricks County seat.

Franklin Graham Road Extension: The project was a road extension to support the development of a 350,000 SF cold storage facility in Franklin. The City of Franklin built and will maintain the road. The extension allows traffic to go straight on Graham Road and permits an appropriate entrance to the site. The project was a two-lane extension of Graham Road north of Earlywood Drive with shoulders, passing blisters, and accel/deceleration lanes.

Franklin Earlywood Drive Roundabout: Connected to the Graham Road extension project, this project included the construction of a roundabout to facilitate truck traffic better and add capacity for adjacent development.

Crawfordsville Lincoln Park: Lincoln Park is a park in Crawfordsville that needed updating. Upgrades included an entrance sign, parking lot, basketball courts, play structure, shade shelter, decorative fencing, site furniture, and landscaping. The READI investment was utilized for the parking lot striping, clean-up, play equipment, and shelter.

Crawfordsville Brickyard Park: This project involved developing a new 70-acre nature park on the City of Crawfordsville's land.



Conference attendees enjoyed riding E-bikes on the Indianapolis Cultural Trail Mobile Workshop at Future INsight.



The park included an entrance sign, a paved parking area, a gravel trail, a shade shelter, and a nature play area. The READI investment was used for grading, site work, drainage work, entrance/wayfinding signs, and the entry shelter.

Jamestown 29 W Main: The building at 29 West Main Street in downtown Jamestown was rebuilt in 1904 and carried ownership and businesses in Jamestown for over 100 years. Cochran's Catering and Cakes has been in this facility since 1999 and has invested in maintaining the building's downtown appearance. A part of the 180 Makeover program, the READI funds help offset the costs of a new roof on the building. The funds were also used to install a central air system and water heater in the front section of the venue to help maintain the building's appearance, comfort, humidity and moisture control. Exterior work on the building included painting and resealing the outside brick and replacing the current awning and limestone under the display windows.

Russellville Community Center: Part of the 180 Makeover program, the project was to replace the roof at the Russellville Community Center. It is the only public gathering place for the town of 300. It was initially a school built in 1958 but closed in 1968. The community center had a roof that was leaking and badly needed repair, and a new roof on the facility was needed to protect it for future generations.

Amplify Hancock Land Purchase: As part of the 70-40 Greater Mount Comfort Corridor READI region, the project prioritized creating an integrated K-16+ workforce development ecosystem with a world-class, multi-use learning and innovation center fusing education, private industry and the community. The READI funds acquired 20 acres of land for the Amplify Center.

Ninestar (Hancock County) 200W Sanitary Sewer Project/Riley Village Water Main Extension: Also a part of the 70-40 Greater Mount Comfort Corridor READI region portfolio, the existing Philadelphia WWTP has capacity up to 5MGD and NineStar extended gravity and force main along 200W to connect the existing Sugar Creek WWTP to pump flows south, taking that aging system offline. In addition, and through the READI funds, a sanitary collection system replacement project is expected to run concurrently with a project for the Riley Village subdivision to resolve infiltration and inflow issues. The 200W sanitary sewer project allows for considerable growth along that corridor.



200 EAST WASHINGTON STREET, SUITE 2322, INDIANAPOLIS, IN 46204

indympo.org | info@indympo.gov