

Indianapolis Metropolitan Planning Organization

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CY 2025 - 2026 Unified Planning Work Program (Year 1)

Indianapolis Metropolitan Planning Area



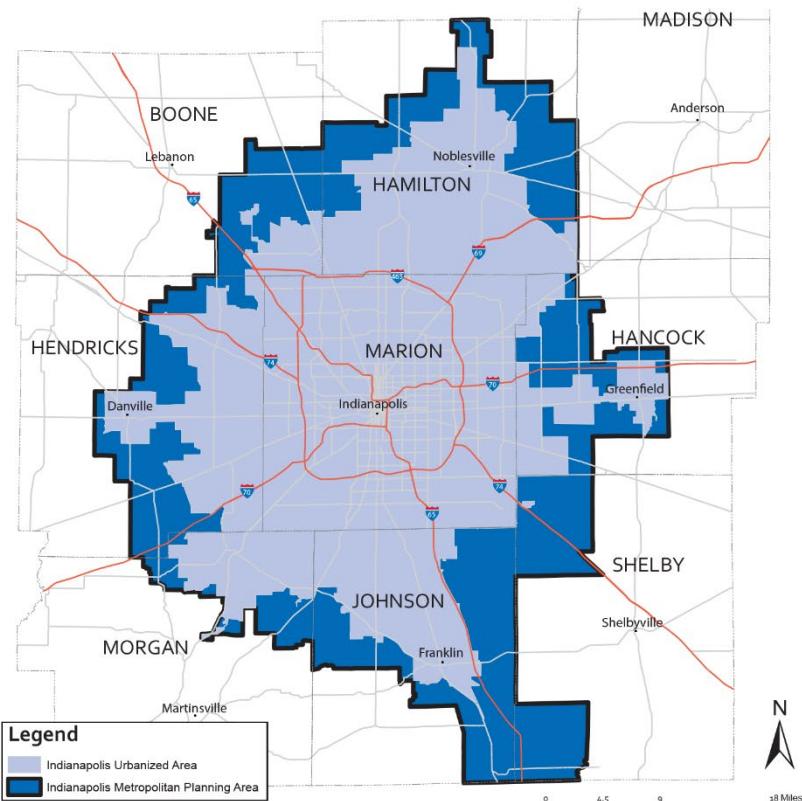
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Indianapolis Metropolitan Planning Organization

FAQ BOOK

WHAT IS THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (MPO)?

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



WHAT ARE THE GOALS OF THE MPO?

Maintaining a Continuing, Cooperative, and Comprehensive Planning Process

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



METROPOLITAN PLANNING AREA (MPA)

8 COUNTIES

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

11 CITIES

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

22 TOWNS

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

INDIANAPOLIS METROPOLITAN PLANNING AREA

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

INDIANAPOLIS URBANIZED AREA

975 Sq. Miles

Population: 1,509,009

ACRONYMS

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

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I. Introduction

A. Purpose

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

B. Regulatory Citations & Certifications

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

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

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

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

C. Overview of the Indianapolis Metropolitan Planning Organization

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

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

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

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

II. Goals of the CY 2025-2026 UPWP

A. Mission Statement

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

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

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

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

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

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

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

B. Progress on the 2024 Planning Emphasis Areas

The 2024 Planning Emphasis Areas (PEAs), released jointly by FHWA and FTA on February 16, 2023, did not change from 2023 PEAs, but additional details were added. The IMPO continued to build upon progress on all PEAs.

National Areas of Focus:

Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future.

- The IMPO Transportation Policy Board adopted the ***Central Indiana Regional Active Transportation Plan*** with Resolution 24-IMPO-011 on June 5, 2024;
- IMPO staff continued to assist IndyGo and the Indianapolis Department of Metropolitan Development in monitoring and planning within transit oriented development areas. The ***Blue Line Transit Oriented Development (TOD) Plan*** will be considered for adoption mid-2024, and IndyGo received funding for an ***Eastside Mobility Hub TOD project***.
- The IMPO completed a ***Regional Trail Oriented Development Plan*** that included recommendations for land use patterns around regional trails. The plan has already been embraced by several local planning agencies, and has provided direction and tools for locally-coordinated land use and transportation planning.
- The IMPO partnered with IndyGo to complete an ***On Board Survey*** and to solicit public input on the latest ***Comprehensive Operational Analysis***, which was adopted by the IndyGo Board of Directors. The IMPO has also worked staff-to-staff to assist IndyGo during its recent leadership transition.
- Through the local planning call for projects, the IMPO funded two local ***electric vehicle charging plans*** in Lawrence and Greenfield and a ***Vision Zero Plan*** in Indianapolis.
- The IMPO has continuously supported the Central Indiana Regional Development Authority with public engagement on the ***EPA's Climate Pollution Reduction Grant***, earning praise from both local staff and federal regulators for extraordinary engagement efforts.
- IMPO staff participated in regional Economic Development conversations through the ***Comprehensive Economic Development Strategy implementation sessions***, as well as an administrator of the Indiana Economic Development Commission's ***READI program*** for both the east (70-40 Coalition) and west (Project 180) sides of the region.
- The IMPO is also coordinating very closely with the ***Central Indiana Regional Development Authority*** on a number of economic development initiatives and grant opportunities.
- The Transportation Policy Board adopted the region's first ***Resiliency Snapshot*** with resolution 24-IMPO-001 on February 21, 2024. The plan was tied to the IMPO Metropolitan Transportation Plan's scoring rubric.

Equity and Justice40 in Transportation Planning.

- The IMPO launched a significant focus group called the ***SERVE Committee*** in 2024, comprised of 25 community members with significant living and/or working experience in the region's environmental justice neighborhoods. This intensive, year-long, moderated discussion will extend into 2025 and significantly inform how the IMPO will better engage with the region's most under-represented neighbors.
- The IMPO Policy Committee adopted updates to the regional ***Safety Action Plan***, and staff prepared a significant ***Safe Streets for All grant application*** for a plan update in 2025.

- The IMPO Policy Board adopted a major update to the region's ***Intelligent Transportation Systems*** architecture with Resolution 2024-IMPO-002 on February 21, 2024.
- Staff continued to participate in and support the Indianapolis ***Connected Communities*** program of prioritizing major trail development in environmental justice neighborhoods.
- Staff continued to support for the ***Reconnecting Communities*** project team in exploring solutions for establishing connections between communities that were divided by urban highways half a century ago. The IMPO's major role has been to facilitate a mutually-beneficial working relationship between committee leadership and INDOT.
- IMPO staff continued to ***clean ARIES crash data*** in house, maintaining the [Fatality and Serious Injury Crash Database](#).

Complete Streets.

- The recently adopted ***regional active transportation plan*** (see above);
- Regional ***transit and trail oriented development planning*** (see above);
- IMPO regularly commissions a study to identify the region's most dangerous intersections, and to commission engineers to make recommendations for ***safer intersection designs***.
- The IMPO also produces a ***Safety Data Report*** annually, and maintains the [Fatality and Serious Injury Crash Database](#). Both products provide the source data that informs regional discussion about safer roadway design.
- IMPO staff continues to clean ***ARIES crash data*** on an annual basis (see above).

Public Involvement.

- The IMPO continues to convene significant public education and engagement, community surveys, and input meetings related to all planning efforts. In 2024, this included the ***Trail Oriented Development Plan***, the ***EPA Climate Pollution Reduction Grant***, the ***Blue Line Transit Oriented Development Plan***, the ***Resiliency Snapshot***, the ***regional housing study***, the ***Resiliency Snapshot***, the ***2050 Metropolitan Transportation Plan***, the ***IndyGo Oboard Survey***, and the regional ***Active Transportation Plan***.
- The IMPO maintains an accessible and well-populated website, www.indympo.org.
- The ***SERVE Committee*** (see above) is a significant public engagement initiative that will inform future IMPO engagement efforts on how to better engage stakeholders representing environmental justice areas.

Strategic Highway Network (STRAHNET) / U.S. Department of Defense (DOD) Coordination.

- The IMPO continuously coordinated with INDOT and monitored progress on recommendations from the ***2021 regional Freight Plan***.

Federal Land Management Agency (FLMA) Coordination.

- IMPO staff has been in contact with FHWA and FMLA about this emphasis area. Though there are ***no federally-designated tribal lands*** in the IMPO's MPA, the IMPO will continue to coordinate with INDOT, FHWA, and FTA to engage all appropriate FLMAs and other partners into the metropolitan transportation planning process.

Planning and Environmental Linkages (PEL).

- The IMPO is a key stakeholder on ***INDOT's ProPEL Indy project***, which is utilizing PEL related to downtown Indianapolis highways.

Data in Transportation Planning.

- The IMPO completed a major update to the ***Data RoadMAP***, which will guide data investments for the next two MTP planning cycles.
- IMPO staff established several ***online data portals*** and dashboards to make as much data as possible available to the public and partners.
- The IMPO continuously maintains the ***MiTIP public portal*** to facilitate easy public access to information on all federally-funded projects in the region.

The 2024 PEAs also included these revised Local Areas of Focus:

TIP/STIP Process Review.

- An early adopter of fully online MiTIP software, the IMPO continues to be a national leader on eTIP technology. The IMPO continued to ***expand the capabilities of MiTIP*** in 2024 with an updated call for projects, and the system is ready to manage the Federal Exchange Program in 2026.
- The IMPO commissioned Transportation for America to conduct a full ***TIP scoring review*** and make recommendations based on best practices. A follow-up effort will bring staff, the public, and board members together in 2025 to consider potential changes and adopt an updated scoring rubric.

Metropolitan Planning Area & Urbanized Area Boundaries.

- The IMPO coordinated with the US Census bureau, FHWA-IN, FTA, local planning agencies, adjacent MPOs, and INDOT to establish the new ***2020 Metropolitan Planning Area (MPA) boundary***. As of June 2024, final boundaries and revisions have been submitted to INDOT.

D. 2025 Planning Emphasis Areas

The FHWA Indiana Division and FTA Region V jointly issued this list of PEAs for 2025 in a letter dated January 18, 2024.

Institutionalizing Equity, Accessibility, and Safety

The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to improve accessibility and safety, and to advance equity and support for underserved and disadvantaged communities in the transportation planning, project development and delivery processes. FHWA-IN and FTA Region V encourage our partners to institutionalize equity, accessibility, and safety in the aforementioned areas by strengthening existing practices, and pursuing new activities that foster equitable outcomes.

Specifically, we encourage the use of strategies and activities that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

The following list of strategies were offered to advance equity, improve safety and accessibility, and ensure equitable outcomes:

- Incorporate Transit Oriented Development into plans and project selection; ***IMPO funded the original Central Indiana Transit Oriented Development Strategic Plan, and has worked continuously with the City of Indianapolis to adopt BRT-line specific plans.***
- Develop a Transit Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>) ***The IMPO is convening a regional land use panel and will consider revisions, coordination opportunities, and regional adoption of an updated regional TOD Strategic Plan.***
- Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery; ***IMPO staff will conduct an equity analysis on all funded projects. The Data RoadMAP includes an equity post-processor tool to aid in this effort.***
- Review/Revise (as needed) existing Title VI, LEP, Title II, and ADA procedures and documents; ***IMPO staff will evaluate and revise the ADA program.***
- Encourage LPAs to utilize and adopt [Public Right-of-Way Accessibility Guidelines \(PROWAG\)](#); ***IMPO staff will review regional options on PROWAG.***
- Review/Revise (as needed) Public Participation Plans and incorporate tools for **meaningful public involvement**; ***The IMPO Public Participation Plan is updated every other year, and will be updated again in 2025.***
- Develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices; ***IMPO management will look for training opportunities for the Transportation Policy and Technical Committees.***

- Review/Update (as needed) websites and other electronic platforms to ensure accessibility and 508 compliance. ***The IMPO is taking on a website redesign, and will conduct a 508 compliance analysis as part of that process.***
- Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.). ***The IMPO will also evaluate visual and plan language opportunities in all public communications.***
- Review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- Incorporate VRU considerations during planning, project development, and delivery processes. ***If awarded the Safe Streets for All plan update (a discretionary grant application), a vulnerable road user analysis is included in the scope.***

Maximizing Coordination

The 3-C process (Continuous, Cooperative, and Comprehensive) is essential to efficient and effective planning, project development and delivery processes. Coordination between stakeholders is a key component of enacting the 3-C process, and delivering a safe, efficient, and equitable transportation system. However, when coordination and communication are not consistently and effectively implemented, project development and delivery processes are delayed, resulting in disadvantages and challenges to the traveling public. The FHWA Indiana Division and FTA Region V Office encourage our partners to review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to provide technical assistance and resources to improve and enhance communication and coordination in the transportation planning, project development and delivery processes.

The following list of strategies was offered to “improve and enhance coordination and communication.”

- Implement regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes; ***The IMPO programming team will continue its best-practice of conducting quarterly reviews with awarded project teams.***
- Continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices. ***The IMPO will continue to build upon MiTIP, including the negotiation of an updated long-term contract. The IMPO will also continue its cost-estimating contract to review all award submissions.***
- Develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants

opportunities/requirements. ***The IMPO will continue to disseminate grant opportunities to all partners and follow up with key parties as federal funding opportunities come online.***

Metropolitan Planning Area & Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from the 2020 Census data. In addition, INDOT and the MPOs should review existing functional classifications and make any needed revisions. ***IMPO staff believes that the MPO-side of this process is complete at this point, and awaits INDOT approval of final boundaries. Staff stands ready to provide any additional information or clarification necessary to complete this process.***

E. Planning Priorities Facing the Metropolitan Planning Area

2025 Strategic Plan. The IMPO Transportation Policy Committee has seen significant changes to the organizational leadership in 2023 and 2024. With so many long-term regional leaders retiring, there has been significant board turnover. Efforts will be made to get new mayors and technical representatives up to speed quickly. A new strategic plan will pick up where the 2017 plan left off, and consider how the regional context has evolved over the past seven years. The IMPO will also work with IndyGo to understand the impacts of rapid transit investments, including "After" studies and an updated On Board Survey (partially funded by MPO Council's \$40,000 special project award).

TIP Scoring Updates. As part of the major 2050 MTP update, IMPO staff reestablished goals. These changes, as well as recommendations from a 2024 TIP scoring review conducted by Transportation for America, will inform a board, staff, and public process of evaluating changes to the TIP scoring process. This scoring criteria is critical because it determines how the IMPO prioritizes its annual project funding recommendations.

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

Implement Data RoadMap. The IMPO has continued its long-running focus on upgrading its data, analysis, and modeling capabilities. This planning priority will build upon the work of the Data Analysis and Modeling Plan (DAM Plan), which was implemented from 2020-2023. The updated Data RoadMAP (Modeling and Analysis Plan) was completed in 2023 and 2024, and will

be implemented from 2024-2028. The DataRoadMAP also incorporates the information needs of the Resiliency Snapshot, Housing Analysis, and Active Transportation Plans. The IMPO's data, analysis, and modeling capabilities are essential to its work of planning for the region's transportation system.

SERVE Committee, Household Travel Survey, and On Board Survey. Staff will explore various methods of reaching different populations, and will document what worked and what did not. Several different types of engagement will also be employed, and results will be documented and evaluated. The SERVE Committee will be a significant effort designed to improve IMPO engagement with stakeholders representing the region's environmental justice communities. The IMPO will also work closely with IndyGo on their updated On Board Survey, partially funded by a \$40,000 special project award from the MPO Council.

III. Rollover Funds, Safety, & Air Quality

A. 2024 Rollover, Uses

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

100: The 2025 IMPO Strategic Plan

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

B. Increasing Safe & Accessible Transportation Options

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

200D	Pedestrian Counts	\$50,000
500B	Plan for Action on Vision Zero	\$20,786
\$70,786		

C. Air Quality Transportation Conformity Status

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standard (NAAQS) or any interim milestones. The United States Environmental Protection Agency’s (EPA’s) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans (MTPs), transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. (40 CFR Parts 51.390 and 93)

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

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

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

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), emissions budget and/or interim emissions (93.118 and/or 93.119), and demonstrating fiscal constraint (93.108). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. Therefore, the Indianapolis MPO will not show, in future MTP and TIP updates and amendments, any regional emissions analysis as part of the transportation conformity process. Transportation

Conformity Determination Reports will be produced as triggered by MTP or TIP amendments or major updates.

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

IV. Program Work Elements

100 Administration / Public Participation

a) Program Administration

The overall management and policy direction for the IMPO's transportation planning program and administrative and staff management tasks associated with the day-to-day functions of the IMPO. This includes IMPO staff time, benefits, overhead, and materials costs, which will be billed consistent with the IMPO's approved Cost Allocation Plan (Appendix I). The IMPO is also working closely with Indianapolis-Marion County leadership and the Building Authority to understand plans for the City County Building. In case these partners decide to consolidate services elsewhere, or if the City County Building space becomes infeasible, this UPWP includes funds to support a commercial space search, moving, and relocation costs.

Timeline: Ongoing, all year

Consultant: 100% staff-driven

Deliverables: time sheets, other than operating docs

b) Budgeting & Reporting

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

www.indympo.org/who-we-are/about-the-mpo.

Timeline: Ongoing, all year

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

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

c) Board & Panel Management

The Policy Committee will, through its regular and special meetings and annual retreat, serve as the decision-making body of the IMPO. Staff will also conduct one-on-one meetings with individual jurisdictions and other groups to coordinate discussions and solicit direct guidance on regional planning and development-related topics. IMPO staff will work with Technical and Executive Committee members to identify regional training needs and interests, including IMPO 101 trainings. With local elections and retirements, the IMPO saw significant turnover on all of its boards, so relationship-building and briefings will be a significant focus in 2025 (especially around the launch of an updated Strategic Plan). Staff will work to identify industry leaders and ready-made training opportunities to make available to Technical and Policy members throughout the year. The second recommendation in the IMPO Strategic Plan was to engage regional leaders in the areas of transportation, land use, housing, economic development, and environmental planning under a model of *Convene, Inform, Plan, and Fund*. The IMPO began a series of plans to consider each of those areas, and their impact on regional transportation. That work will continue with individual board members and standing committees.

Timeline: All Year

Consultant: 100% staff-managed

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

d) Partner Agency Coordination

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

Timeline: All Year

Consultant: 100% staff-covered

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

e) Professional Development

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

Timeline: All year, as training and development becomes available

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

Deliverables: Meeting summaries (ongoing)

f) Youth Outreach & Internship Program

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

Timeline: All year, likely winter and summer interns

Consultant: IMPO-engaged intern

Deliverables: Statewide MPO Conference, GIS inventories

g) Public Education & Engagement

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

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

IMPO staff will maintain the Environmental Justice (EJ) program, revising regional maps showing where Environmental Justice populations live as new data becomes available. Staff will continue to evaluate projects in the Indianapolis Regional Transportation Improvement Program and the Metropolitan Transportation Plan to estimate how they impact identified EJ populations.

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

Timeline: All year, continuous

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

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

h) Software & Websites

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

Timeline: All year, some multi-year contracts

Consultant: Software purchases, website maintenance contracts

Deliverables: IndyMPO.org

i) Memberships & Sponsorships

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

Timeline: Annual membership on renewal dates (various)

Consultant: none

Deliverables: membership materials

j) Certification Review

The IMPO's completed Certification Review in 2022. Staff will continue to review and incorporate recommendations and best-practices in 2025, in preparation for another Certification review in 2026.

Timeline: All year, continuous

Consultant: none

Deliverables: Summary of recommendations and actions

k) Strategic Planning

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

Timeline: Launching the first half of 2025, complete early- to mid-2026

Consultant: Data RoadMAP vendor, Strategic Plan vendor

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

I) Discretionary Grant Applications

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

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

Consultant: none

Deliverables: Discretionary grant applications

m) Government Relations

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

The IMPO and its members are governed by Federal and State law. In Indiana, state-level government – primarily the Indiana General Assembly – has total control over transportation funding, regional governance, interlocal cooperation, and design standard decisions. To help keep track of and participate in the legislation that will govern their day-to-day work, the IMPO Policy board has authorized a 100% locally funded contract for government relations. The vendor tracks transportation-related bills, reports back to LPAs on their progress, and identifies the most opportune times to provide information, context, and testimony.

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

Consultant: 100% vendor-driven

Deliverables: Periodic legislative reports

r) Human Resources

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

Timeline: All year, continuous

Consultant: HRIS software and an HR vendor

Deliverables: Job descriptions, Employee Manual, staff reviews

200 Data Collection & Analysis

a) Data Program Administration

The key function of the Data Section is the support of long-range planning, the TIP program, and other IMPO projects. Under this work element in 2025, IMPO Staff will implement the

Data RoadMAP to ensure that the data and analytical needs of all IMPO programs are met in a timely manner and meet federal and state requirements. This element also includes coordination of all data section staff meetings, projects, and personnel needs.

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Time sheets

b) Land Use Data

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

Timeline: All year, continuous

Consultant: Data purchases

Deliverables: Data, if license allows sharing

c) Travel Surveys

This work element includes the creation, distribution, and analysis of the results of public surveys of the transportation activities and relevant characteristics of people, households, and businesses. These activities include the Household Travel Survey, the Transit On Board Survey, and other travel surveys. In 2025, the IMPO will continue work on the region's first household travel survey in over a decade. Decisions on which travel surveys to pursue will be primarily guided by the IMPO's Data RoadMAP. The IMPO will also partner with IndyGo on an updated On Board Survey, partially funded by a \$40,000 special project award from the MPO Council.

Timeline: Household travel survey RFP Q4

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

Deliverables: Household travel survey procurement and draft scope

d) Transportation System Performance Data

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

Timeline: All year, continuous

Consultant: 100% data purchase, staff handling data requests

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

e) Transportation Asset Management Data

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

Timeline: All year, continuous

Consultant: Data purchases

Deliverables: [Regional ITS Architecture Update](#)

f) Performance Measures

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

Timeline: Report will be revisited in Q1 and Q4

Consultant: 100% staff-driven

Deliverables: Performance measure report posted on IndyMPO.org

g) Travel System Demand Forecasts

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

Timeline: All year, continuous

Consultant: 50%+ staff-driven, with vendors to maintain travel demand model and build sketch model

Deliverables: Model results on request

h) Information Communication

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

Timeline: All year, continuous

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

Deliverables: Dashboards on IndyMPO.org/dashboards-reports

300 Short Range Planning and Management Systems

a) TIP Program Administration

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

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Time sheets

b) TIP Policy & Procedure Development

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

Timeline: All year, continuous

Consultant: 100% staff-driven

Deliverables: Updates documented on MiTIP.public.portal

c) TIP Maintenance & Amendments

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

Timeline: All year, continuous

Consultant: 100% staff-driven

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

d) TIP Development & Approval

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

Timeline: All year, continuous

Consultant: About 70% staff-driven, with vendors

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

e) Call for Projects

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

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

Consultant: 100% staff-driven

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

f) Project Cost Estimates & Engineer Review

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

Timeline: All year, continuous

Consultant: Staff directed with an engineering vendor contract

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

g) MiTIP Maintenance

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

Timeline: All year, continuous

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

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

h) Quarterly Tracking

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

Timeline: Quarterly

Consultant: 100% staff-driven

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

i) ADA, Title VI, and EJ Activities

The IMPO is continuing to document and track LPA's Americans with Disabilities Act (ADA) Transition Plans as well as Title VI status. Staff will continue to monitor INDOT and Federal procedures related to ADA/Title VI and look at incorporating ADA/Title VI into the project

development process. Staff will also work with other IMPO staff to monitor environmental justice (EJ) issues and reporting as it relates to the Program, especially as new programs and projects are developed.

Timeline: All year, continuous

Consultant: 100% staff-driven

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

j) Complete Streets Policy Monitoring

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

Timeline: Q3 2025

Consultant: 100% staff-driven

Deliverables: Summary of findings

k) Annual TIP reports

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

Timeline: Completed by mid-July

Consultant: 100% staff-driven

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

400 Long Range Planning and Air Quality

a) Planning Administration

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

Timeline: All year
Consultant: 100% staff-driven
Deliverables: Time sheets

b) MTP Development & Management

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

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

Timeline: Development Completed in 2024, Maintenance ongoing
Consultant: Managed by staff
Deliverables: [Updated 2050 Metropolitan Transportation Plan](#)

c) Scenario Planning & Regional Center Analysis

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

Timeline: Ongoing all year
Consultant: Managed by staff
Deliverables: Updated growth scenarios, Regional Centers 2050 MTP

d) Freight Planning

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

Timeline: Periodic convening and coordination throughout the year
Consultant: 100% staff-driven

Deliverables: None

e) Member Planning Assistance

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

Timeline: Completed by end of year

Consultant: 100% staff-driven

Deliverables: None anticipated

500 Transit and Active Transportation

a) Multimodal Program Administration

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

Timeline: All year

Consultant: 100% staff-driven

Deliverables: None anticipated

b) Safety Planning

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

Timeline: Complete by end of year

Consultant: About 30% in-house, with vendors for SAP update, crash data cleanup, and intersections

Deliverables: [Safety Action Plan update](#), Annual Safety Report, Cleaned Crash Data on [indympo.org](#)

c) Active Transportation Planning

The IMPO recognizes the role that active transportation planning can have in reducing traffic congestion and fuel consumption, and improving personal health. In 2023, the IMPO contracted a vendor and kicked off a regional Active Transportation Plan to combine and update to the IMPO's Regional Bikeways and Pedestrian plans, as well as some possible transit and micromobility considerations. This plan will not only review and update the significant components of those plans, but also examine the relationships between bicycling, walking, and transit activities. Staff will also spend time supporting the City of Indianapolis, Indy Chamber, and INDOT as part of the recently-awarded Reconnecting Communities project team, which aims to improve connections between downtown and first-ring neighborhoods across legacy highways, as well as CICF and the City of Indianapolis as a steering committee member on Connected Communities, which has made significant progress on expanding the City's trails network.

Timeline: Complete by end of year

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

Deliverables: [Active Transportation Plan](#)

d) Transit Planning

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

Timeline: All year, continuous

Consultant: 100% staff-managed

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

e) Transport & Land Use

The IMPO will occasionally work on projects that focus on the intersection of regionally-significant transportation and land use issues, including transit oriented development and corridor studies. In 2023, IMPO staff worked with a consultant and complete the first regional trail-oriented development plan. The established trail-oriented development plan serves as a good template, and the timing is right with significant suburban trail investment and the recently-announced City of Indianapolis and Lilly Foundation trail construction

investments as part of the Connected Communities program. Staff will also work with IndyGo and the City of Indianapolis to review the impacts of regionally significant land-use decisions along bus rapid transit routes.

Timeline: Complete by end of year

Consultant: Staff-managed with vendors conducting most work

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

f) Electric Vehicles

The IMPO was approached by Greater Indiana and HNTB (funded by an electric vehicle contract with INDOT) about serving as a single applicant for the FHWA's Charging and Fueling Infrastructure (CFI) Grant for several local planning agencies across Central Indiana. The CFI grant funds level II and level III chargers in publicly-accessible locations. Central Indiana was awarded \$12,690,059 for charging stations in five communities in January 2025. The IMPO will sub-allocate the grant in accordance with the application, and local planning agencies will be responsible for procuring installation in accordance with Indiana State law.

Timeline: Contracted within two years, installation complete within three years

Consultant: Local planning agencies will be responsible for fulfilling Indiana procurement laws in selecting installation vendors

Deliverables: New, publicly-accessible electric vehicle chargers in several regional locations

600 Other Planning Initiatives

a) IndyGo Analysis & Studies

Experienced IMPO planning staff will work with IndyGo to review and provide context on past comprehensive operations analyses (COAs). IMPO staff will assist IndyGo and its consultants with revising the transit funding model, and consider significant recent disruptions to regional travel patterns with updated data and modeling. IndyGo, DMD, and the IMPO will continue to coordinate on planning efforts around all bus rapid transit lines. IndyGo was awarded a TOD Planning grant for their work around the Eastside Mobility Hub in 2025.

Timeline: All year, continuous

Consultant: IndyGo staff directed, with significant vendor assistance

Deliverables: Various, through IndyGo

b) IndyGo Outreach

IMPO staff will work closely with IndyGo to plan and execute inclusive, large-scale public engagement efforts around the Purple Line Baseline Study and the 2023 Comprehensive Operational Analysis. Tactics may include resident surveys, virtual meetings, topical steering

committees, community leader listening sessions, a social media awareness campaign, and possibly in-person meetings.

Timeline: Continuous, all year

Consultant: IndyGo staff directed, with significant vendor assistance

Deliverables: Various, through IndyGo

c) *Transit Asset Management Plan*

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

Timeline: All year, continuous

Consultant: IndyGo staff directed, with significant vendor assistance

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

d) *CIRTA Planning & Engagement*

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

Timeline: All year, continuous

Consultant: CIRTA staff-directed, with potential vendors assistance

Deliverables: None

e) *CIRTA Mobility Management*

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

Timeline: All year, continuous

Consultant: CIRTA staff-directed

Deliverables: None

f) *Other CIRTA Studies*

The Central Indiana Regional Transportation Authority will occasionally list other federal funds in the UPWP, depending on grant availability and their planning activities. Currently, nothing is listed for 2025.

Timeline: All year, continuous
Consultant: CIRTA staff-directed
Deliverables: None

g) Local Thoroughfare Plans

No local thoroughfare plans are planned for 2025, but IMPO staff will be prepared to assist with local plans as questions arise. Activities often include data sharing, coordination, mapping services, and potentially attending meetings.

Timeline: All year, continuous
Consultant: Initiated by local planning agencies, MPO staff assistance as necessary
Deliverables: Intra-agency communications

h) Local Planning Studies

As planning funds become available and demand warrants, the IMPO will hold a call for local planning projects. IMPO staff may or may not be directly involved in project specifics, but are always involved in high level project management, oversight, and administration. In 2022, the IMPO held a planning call for projects. In the past, local planning agencies have utilized these funds for thoroughfare planning, safety studies, infrastructure studies, intersection redesigns, transportation comprehensive plans, and feasibility studies. Most of that planning work and contract executions happened in 2023, but the awarded Indianapolis Vision Zero Plan kicked off in 2024 and will be complete by the end of 2025. All selected projects will conform with FHWA and FTA eligibility requirements (§ 420.113).

Timeline: Completion by end of 2025
Consultant: Staff managed, nearly 100% of work completed by vendors
Deliverables: Multiple, posted on IndyMPO.org

i) Partner Strategic Planning

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

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

j) Regional Economic Development (ED) Support

Consistent with MPO statute 23 CFR 450.306, the IMPO will assist with regional economic development initiatives to maintain a continuous, cooperative, and comprehensive regional

planning process. In 2025, this will include some support for the Central Indiana Regional Development Authority, implementation support for the Comprehensive Economic Development Strategy (CEDS), facilitation of Indiana Economic Development Corporation (IEDC), two READI grants, and some support in consideration of a Central Indiana Economic Development District.

Timeline: All year, continuous

Consultant: 100% staff-driven

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

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

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

Timeline: Complete, outreach ongoing

Consultant: Staff managed

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

l) *Regional Environmental Planning Support*

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

Timeline: Ongoing coordination

Consultant: Staff managed

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

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

Appendix A: Activities Summary Table

2025-2026 Indianapolis MPO Unified Planning Work Program (Year 1)

ELEMENT		LAST UPDATED: Tuesday, January 28, 2025	DESCRIPTION	Overhead	Contract	Total	Federal	Local	Federal	Local	Federal	Local	Other Grant	Local
				2025 PL+5303	2025 PL+5303 Local*	2.5% Safety (100% federal)	2024 PL+5303	2024 PL+5303 Local	2026 PL+5303	2026 PL+5303 Local	Other (Non-PL/STBG) Grants	Other Local Funds		
100: Planning Administration	A	Program Administration	\$1,081,282	\$ -	\$ 1,081,282	\$ 865,025	\$ 216,256	\$ 0	\$ 0	\$ 865,025	\$ 216,256	\$ 0	\$ 0	
	B	Budget, Finance, & Reporting	\$195,000	\$ -	\$ 195,000	\$ 156,000	\$ 39,000	\$ 0	\$ 0	\$ 156,000	\$ 39,000	\$ 0	\$ 0	
	C	Board & Panel Management	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	D	Partner Agency Coordination	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	E	Professional Development	\$69,000	\$ -	\$ 69,000	\$ 55,200	\$ 13,600	\$ 0	\$ 0	\$ 55,200	\$ 13,800	\$ 0	\$ 0	
	F	Internship & Assistantship	\$20,000	\$ -	\$ 20,000	\$ 16,000	\$ 4,000	\$ 0	\$ 0	\$ 16,000	\$ 4,000	\$ 0	\$ 0	
	G	Public Education & Engagement	\$5,000	\$ 157,000	\$ 162,000	\$ 109,600	\$ 27,400	\$ 0	\$ 20,000	\$ 5,000	\$ 109,600	\$ 27,400	\$ 0	\$ 0
	H	Software & Websites	\$250,000	\$ 60,000	\$ 310,000	\$ 248,000	\$ 62,000	\$ 0	\$ 0	\$ 248,000	\$ 62,000	\$ 0	\$ 0	
	I	Memberships & Sponsorships	\$20,338	\$ -	\$ 20,338	\$ 16,270	\$ 4,068	\$ 0	\$ 0	\$ 16,270	\$ 4,068	\$ 0	\$ 5,000	
	J	Certification Review	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	K	Strategic Planning	\$0	\$ 220,605	\$ 220,605	\$ 8,000	\$ 2,000	\$ 0	\$ 168,484	\$ 42,121	\$ 8,000	\$ 2,000	\$ 0	
	L	Discretionary Grant Apps	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	M	Government Relations	\$60,000	\$ -	\$ 60,000	\$ 48,000	\$ 12,000	\$ 0	\$ 0	\$ 48,000	\$ 12,000	\$ 0	\$ 60,000	
	R	Human Resources	\$30,000	\$ 20,000	\$ 50,000	\$ 24,000	\$ 6,000	\$ 0	\$ 16,000	\$ 4,000	\$ 24,000	\$ 6,000	\$ 0	\$ 0
Element 100 Subtotal		\$1,730,619	\$ 457,603	\$ 2,188,224	\$ 1,546,095	\$ 386,524	\$ -	\$ 204,484	\$ 51,121	\$ 1,546,095	\$ 386,524	\$ -	\$ 65,000	
200: Data and GIS	A	Data Program Administration	\$344,038	\$ 30,000	\$ 374,038	\$ 299,230	\$ 74,808	\$ 0	\$ 299,230	\$ 74,808	\$ 0	\$ 0	\$ 0	
	B	Land Use Data & Modeling	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	C	Public Travel Surveys	\$0	\$ 597,830	\$ 597,830	\$ 38,603	\$ 9,651	\$ 0	\$ 439,661	\$ 99,915	\$ 38,603	\$ 9,651	\$ 0	
	D	Transportation System Data	\$0	\$ 372,790	\$ 372,790	\$ 18,232	\$ 4,558	\$ 0	\$ 200,000	\$ 50,000	\$ 18,232	\$ 4,558	\$ 80,000	
	E	Transport Asset Mgmt Data	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	F	Performance Targets/Progress	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	G	Travel System Demand Forecast	\$0	\$ 170,000	\$ 170,000	\$ 32,000	\$ 8,000	\$ 0	\$ 104,000	\$ 26,000	\$ 32,000	\$ 8,000	\$ 0	
	H	Information Communications	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
Element 200 Subtotal		\$344,038	\$ 1,170,620	\$ 1,514,658	\$ 388,065	\$ 97,016	\$ -	\$ 743,661	\$ 175,915	\$ 388,065	\$ 97,016	\$ 80,000	\$ 20,000	
300: Programming	A	Programming Administration	\$257,763	\$ -	\$ 257,763	\$ 206,210	\$ 51,553	\$ 0	\$ 0	\$ 206,210	\$ 51,553	\$ 0	\$ 0	
	B	Policy and Procedure Dev	\$0	\$ 20,000	\$ 20,000	\$ 16,000	\$ 4,000	\$ 0	\$ 0	\$ 16,000	\$ 4,000	\$ 0	\$ 0	
	C	Maintenance and Amends	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	D	Development and Approval	\$0	\$ 225,000	\$ 225,000	\$ 24,713	\$ 6,178	\$ 0	\$ 155,287	\$ 38,821	\$ 24,713	\$ 6,178	\$ 0	
	E	Call for Projects	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	F	Project Cost/ Engineer Review	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	G	Mit IP Maintenance	\$0	\$ 102,632	\$ 102,632	\$ 82,106	\$ 20,526	\$ 0	\$ 82,106	\$ 20,526	\$ 0	\$ 0	\$ 0	
	H	Tracking	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	I	ADA, Title VI, EJ Activities	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	J	Complete Streets	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	K	Annual TIP Reports	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		Element 300 Subtotal	\$257,763	\$ 347,632	\$ 605,395	\$ 329,029	\$ 82,257	\$ -	\$ 155,287	\$ 38,822	\$ 329,029	\$ 82,257	\$ -	\$ -
		Element 400 Subtotal	\$400,128	\$ -	\$ 400,128	\$ 320,103	\$ 80,026	\$ -	\$ -	\$ 320,103	\$ 80,026	\$ -	\$ -	
400: MTP, Conformity, & Freight	A	Planning Administration	\$400,128	\$ -	\$ 400,128	\$ 320,103	\$ 80,026	\$ 0	\$ 320,103	\$ 80,026	\$ 0	\$ 0	\$ 0	
	B	MTP Development & Management	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	C	Scenario Planning	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	D	Freight Planning	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
	E	Member Planning Assistance	\$0	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
		Element 400 Subtotal	\$400,128	\$ -	\$ 400,128	\$ 320,103	\$ 80,026	\$ -	\$ -	\$ 320,103	\$ 80,026	\$ -	\$ -	
		Element 500 Subtotal	\$0	\$ 16,743,501	\$ 16,743,501	\$ 136,000	\$ 34,000	\$ 70,786	\$ 28,000	\$ 7,000	\$ 206,766	\$ 34,000	\$ 13,090,059	\$ 3,850,000
		Element 600 Subtotal	\$51,686	\$ 310,000	\$ 361,686	\$ 41,349	\$ 10,337	\$ 8,000	\$ -	\$ 41,349	\$ 10,337	\$ 300,000	\$ -	

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

	2025 Total	2025 PL + 5303	2025 PL Local Funds	2.5% Safety Set Aside	2024 PL + 5303	2024 PL Local Funds	2026 PL+5303	2026 PL Local Funds	Other (Non-MPO) Grants	Other Local Funds
Element 100	\$ 1,932,619	\$ 1,546,095	\$ 386,524	\$ -	\$ 204,484	\$ 51,121	\$ 1,546,095	\$ 386,524	\$ -	\$ 65,000
Element 200	\$ 485,082	\$ 388,065	\$ 97,016	\$ -	\$ 743,661	\$ 175,915	\$ 388,065	\$ 97,016	\$ 80,000	\$ 20,000
Element 300	\$ 411,286	\$ 329,029	\$ 82,257	\$ -	\$ 155,287	\$ 38,822	\$ 329,029	\$ 82,257	\$ -	\$ -
Element 400	\$ 170,000	\$ 136,000	\$ 34,000	\$ 70,786	\$ 28,000	\$ 7,000	\$ 206,766	\$ 34,000	\$ 13,090,059	\$ 3,850,000
Element 500</td										

2025 Planning Emphasis Areas (PEAs)

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

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

Increasing Safe & Accessible Transportation Options

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

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

Modifications & Amendments

2/5/2025	Added CFI revenue, updated several elements
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Appendix B: IMPO Redesignation Letter (October 23, 2018)



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 23, 2018

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

Subject: Re – designation of the Indianapolis Metropolitan Planning Organization

Dear Mayor Myers:

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

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

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

Sincerely,

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

Joe McGuinness
Commissioner

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

Appendix C: IMPO Transportation Policy Committee

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

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

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

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

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

General

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

Planning Areas – the IMPO and MCCOG

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

decennial Censuses of 2010 and 2020.

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

Planning Areas – CAMPO and the IMPO

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

Funding

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

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

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

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

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

Unified Planning Work Program

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

Modeling

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

Metropolitan Transportation Plan

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

Other Related Planning Efforts

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

Transportation Improvement Program

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

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

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

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

Air Quality State Implementation Plan Conformity

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

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

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

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

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

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

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

TERMS OF THIS AGREEMENT

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

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

Approval and Acceptance by:



9/11/2023

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

Date



9/19/2023

Indianapolis Metropolitan Planning Organization (IMPO)

Date



9/18/2023

Madison County Council of Governments (MCCOG or its successor)

Date

EXHIBIT A

Proposed 2020 MPA and UA-FHWA Boundaries for MCCOG

as of April 27, 2023

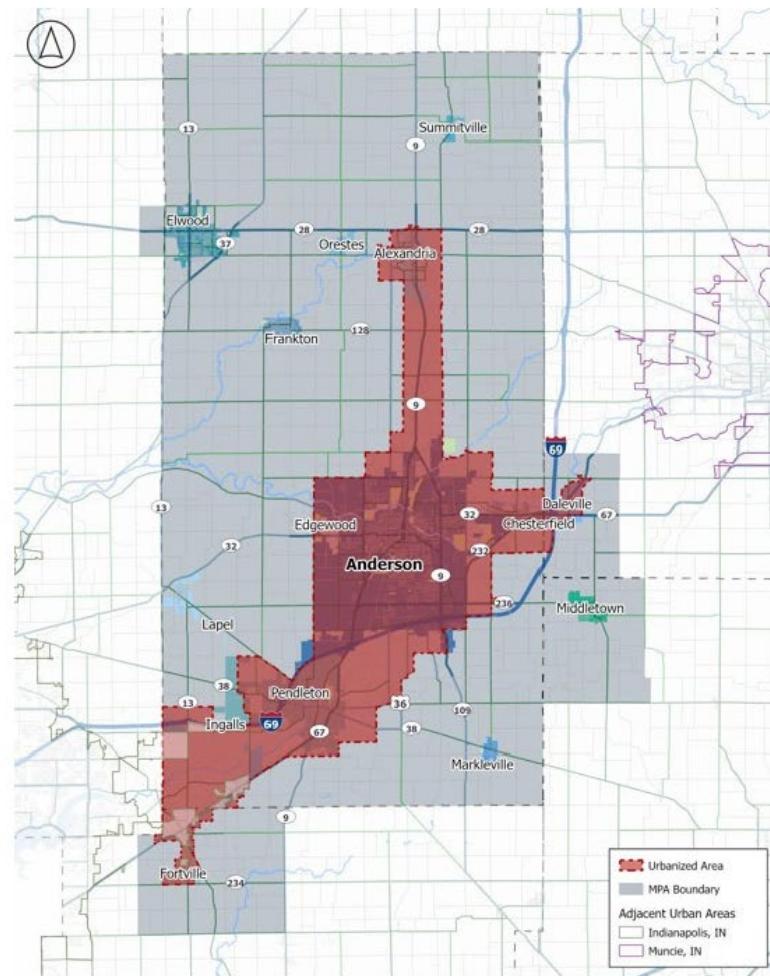
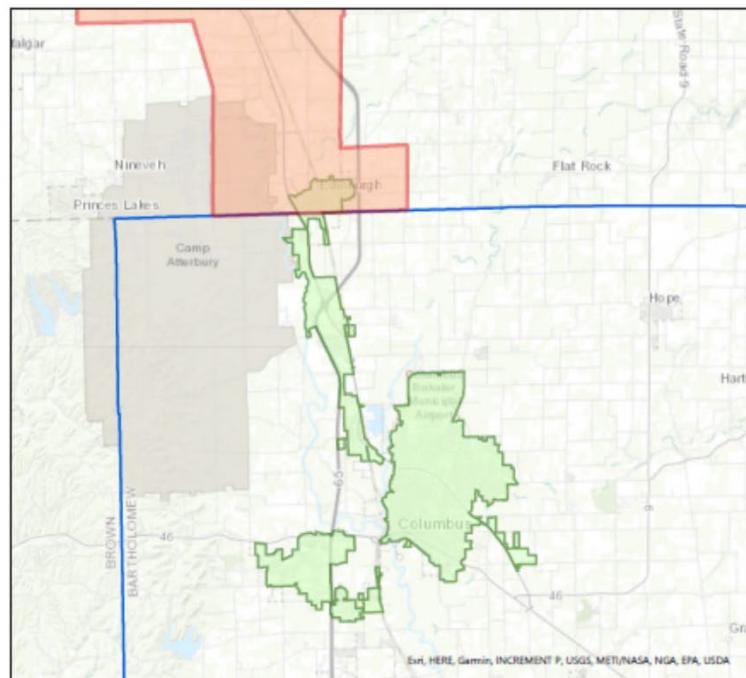


EXHIBIT B

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

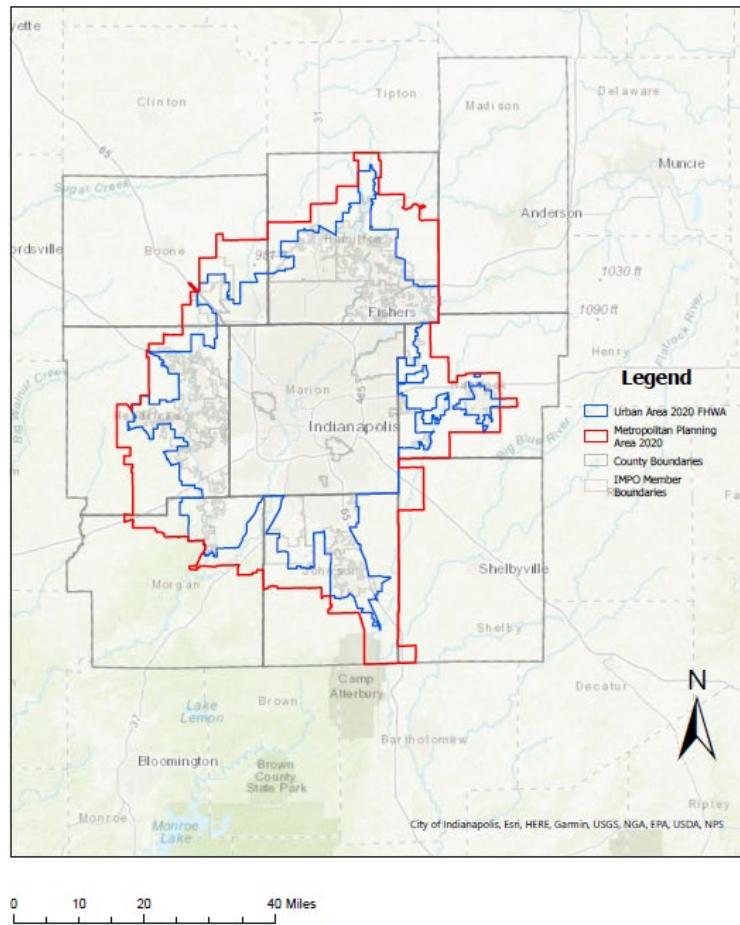
**IMPO/CAMPO 2020 Metropolitan Planning Area (MPA)
Boundaries**



Legend

- 0 2.75 5.5 11 Miles
- IMPO MPA 2020
- Columbus Urban Area (UA) 2020
- CAMPO MPA 2010





10

EXHIBIT C

Proportion of Indianapolis Urbanized Area Population to be Served by MCCOG

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

Table 1 Population Breakdown

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

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

Table 2 Annual UA Funds to Anderson from Indianapolis

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

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

EXHIBIT D

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

IMPO/MCCOG 2020 Metropolitan Planning Area (MPA)
Boundaries

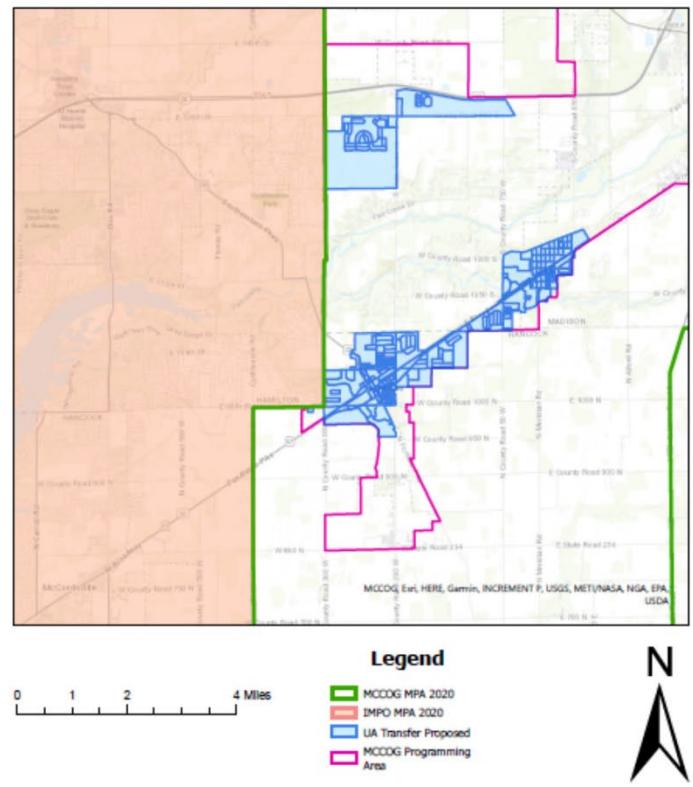


EXHIBIT E

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

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

18	095	011800	2050	180950118002050	41212	6	6
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18	059	410202	2029	180594102022029	41212	12	5
18	095	011800	2023	180950118002023	41212	18	5
18	095	011800	4005	180950118004005	41212	20	8
18	095	011800	2032	180950118002032	41212	8	7
18	059	410202	2014	180594102022014	41212	21	7
18	059	410202	2025	180594102022025	41212	28	14
18	059	410202	1015	180594102021015	41212	13	1
18	095	011800	2073	180950118002073	41212	57	23
18	095	011800	2087	180950118002087	41212	17	8
18	095	011800	1015	180950118001015	41212	139	41
18	059	410202	1012	180594102021012	41212	48	19
18	059	410202	4018	180594102024018	41212	2	2
18	095	011800	2042	180950118002042	41212	19	7
18	059	410202	2034	180594102022034	41212	13	11
18	059	410202	3042	180594102023042	41212	8	6
18	059	410202	3028	180594102023028	41212	12	4
18	059	410202	3036	180594102023036	41212	32	15
18	095	011800	2028	180950118002028	41212	0	0
18	059	410202	1038	180594102021038	41212	9	5
18	059	410202	3011	180594102023011	41212	42	22
18	059	410202	1003	180594102021003	41212	94	30
18	059	410202	3009	180594102023009	41212	33	8
18	095	011800	1019	180950118001019	41212	81	28
18	095	011800	4010	180950118004010	41212	5	2
18	095	011800	2059	180950118002059	41212	1	1
18	095	011800	2033	180950118002033	41212	19	12
18	059	410202	1002	180594102021002	41212	388	153
18	059	410202	1041	180594102021041	41212	15	5
18	095	011800	2091	180950118002091	41212	0	0
18	059	410202	2036	180594102022036	41212	15	8
18	059	410202	2027	180594102022027	41212	89	68
18	095	011800	1017	180950118001017	41212	280	105
18	059	410202	4018	180594102024018	41212	10	2
18	059	410202	3024	180594102023024	41212	0	0
18	059	410202	1033	180594102021033	41212	22	9
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18	059	410202	3010	180594102023010	41212	43	22
18	059	410202	2038	180594102022038	41212	21	7
18	059	410202	3040	180594102023040	41212	25	18
18	095	011800	2081	180950118002081	41212	0	0
18	095	011800	3028	180950118003028	41212	51	18
18	059	410202	2016	180594102022016	41212	48	20
18	059	410202	3043	180594102023043	41212	0	0
18	095	011800	2051	180950118002051	41212	10	5
18	059	410202	1032	180594102021032	41212	0	0
18	059	410202	1037	180594102021037	41212	13	4
18	095	011800	2024	180950118002024	41212	50	23
18	095	011800	2047	180950118002047	41212	32	8
18	059	410202	3041	180594102023041	41212	11	2
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18	095	011800	2029	180950118002029	41212	16	2
18	095	410202	3018	180594102023018	41212	24	8
18	095	011800	3007	180950118003007	41212	0	0
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18	095	011800	2022	180950118002022	41212	2	4
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18	095	011800	3012	180950118003012	41212	150	52
18	095	011800	2039	180950118002039	41212	19	7
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18	095	410202	1035	180954102021035	41212	22	7
18	095	410202	2013	180954102022013	41212	41	11
18	095	410202	3017	180954102023017	41212	24	13
18	095	410202	2033	180954102022033	41212	5	6
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18	095	410202	1045	180954102021045	41212	7	6
18	095	410202	2023	180954102022023	41212	25	14
18	095	410202	3013	180954102023013	41212	4	5
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18	095	410202	2010	180954102022010	41212	81	28
18	095	410202	2024	180954102022024	41212	20	14
18	095	410202	1009	180954102021009	41212	50	22
18	095	410202	3025	180954102023025	41212	10	1
18	095	410202	2004	180954102022004	41212	42	23
18	095	410202	3008	180954102023008	41212	9	2
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18	095	410202	2018	180954102022018	41212	27	14
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18	095	011800	2012	180950118002012	41212	8	5
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18	095	011800	2043	180950118002043	41212	16	8
18	095	011800	3005	180950118003005	41212	93	33
18	095	011800	2061	180950118002061	41212	6	1
18	095	410202	3032	180954102023032	41212	10	2
18	095	410202	4009	180954102024009	41212	66	29
18	095	410202	3014	180954102023014	41212	5	3
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18	095	011800	3004	180950118003004	41212	16	6
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18	095	410202	2026	180954102022026	41212	35	20
18	095	011800	2055	180950118002085	41212	2	2
18	095	011800	2027	180950118002027	41212	59	22
18	095	011800	2088	180950118002088	41212	10	6
18	095	410202	3021	180954102023021	41212	21	9
18	095	410202	3039	180954102023039	41212	75	34
18	095	011800	2008	180950118002008	41212	31	8
18	095	011800	3015	180950118003015	41212	113	30

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

Appendix E: INDOT-IMPO-IndyGo Memorandum of Agreement

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

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

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

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

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

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

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

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

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

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

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

RESPONSIBILITIES OF IMPO

METROPOLITAN TRANSPORTATION PLAN (MTP)

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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

UNIFIED PLANNING WORK PROGRAM (UPWP)

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

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

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

PUBLIC PARTICIPATION & INVOLVEMENT

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

TRANSIT PLANNING

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

RESPONSIBILITIES OF INDOT

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

MTP & TIP

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

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

UNIFIED PLANNING WORK PROGRAM (UPWP)

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

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

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

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

RESPONSIBILITIES OF INDYGO

METROPOLITAN TRANSPORTATION PLAN (MTP)

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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

UNIFIED PLANNING WORK PROGRAM (UPWP)

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

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

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

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

PUBLIC PARTICIPATION & INVOLVEMENT

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

TRANSIT PLANNING

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

SIGNATORIES & AUTHORIZATION

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

INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)

Sheriay Luist

Deputy Commissioner of Capital Program Management

3/20/2023

Date

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (IMPO)

Anna Gramling

Executive Director

2/22/23

Date

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (IndyGo)

Anne Evans

President & CEO

2/23/2023

Date

Appendix F: FTA Civil Rights Assurances

Standard U.S. DOT Title VI Assurances

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

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

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

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

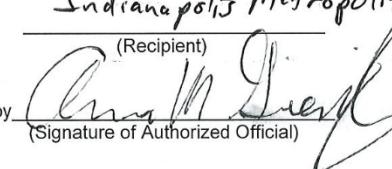
3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, 'as a covenant running with the land, in any deed from the United States effecting a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

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

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

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

Dated 1/8/24

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

Appendix A

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

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

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

Appendix B

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

(GRANTING CLAUSE)

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

(HABENDUM CLAUSE)

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

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

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

Appendix C

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

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

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

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

[Include in deed.] *

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

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

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

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

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

[Include in deeds]*

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

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

Appendix G: USDOT-Indianapolis Planning Certification Letter



U.S. Department of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

U.S. Department of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

U.S. Department of Transportation

October 7, 2022

The Honorable Andy Cook
Chairperson, Transportation Policy Committee
Indianapolis Metropolitan Planning Organization (IMPO)
200 East Washington Street, Suite 2322
Indianapolis, Indiana 46204

Dear Mayor Cook,

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted a certification review of the transportation planning process for the Indianapolis, Indiana, metropolitan planning area which took place virtually on June 7 and 8, 2022. The review focused on the cooperative planning process as conducted by the Indianapolis Metropolitan Planning Organization (IMPO), Indiana Department of Transportation (INDOT), IndyGo, and Central Indiana Regional Transportation Authority (CIRTA). The IMPO is the designated metropolitan planning organization (MPO) for the Indianapolis, Indiana metropolitan planning area.

During the site visit and public meeting, we identified some noteworthy practices of the IMPO, and have documented those as commendations in the attached report. We also noted a deficiency in environmental mitigation. FHWA and FTA determined that the IMPO has not demonstrated consultation with the environmental resource agencies in the transportation planning process and does not meet the requirements outlined in 23 CFR 450.324 (f) (10). The IMPO must develop a sustainable plan of action within 60 days of this report that specifically articulates strategies to demonstrate consultation with environmental resource agencies in the transportation planning process, particularly with relation to development and maintenance of the Metropolitan Transportation Plan (MTP). The forthcoming report will detail the basis for the corrective action.

The overall conclusion of the Certification Review is that the planning process for the Indianapolis metropolitan planning area substantially complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at the IMPO is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning. As a result of this review, and subject to addressing the corrective action, FHWA and FTA jointly certify the planning process.

We would like to thank the IMPO's Executive Director, Anna Gremling, and her staff for their time and assistance in planning and conducting the review. Please find enclosed a copy of the

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

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

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

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

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

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

Enclosure

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

Appendix H: INDOT-Indianapolis MPO Transportation Planning Process Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION – Calendar Year 2025

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

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

Indianapolis Metropolitan
Planning Organization



Anna M. Gremling

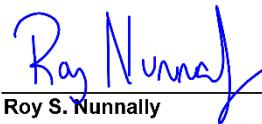
Executive Director

Title

6/13/2024

Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT

Technical Planning & Programming

Title

7/25/2024

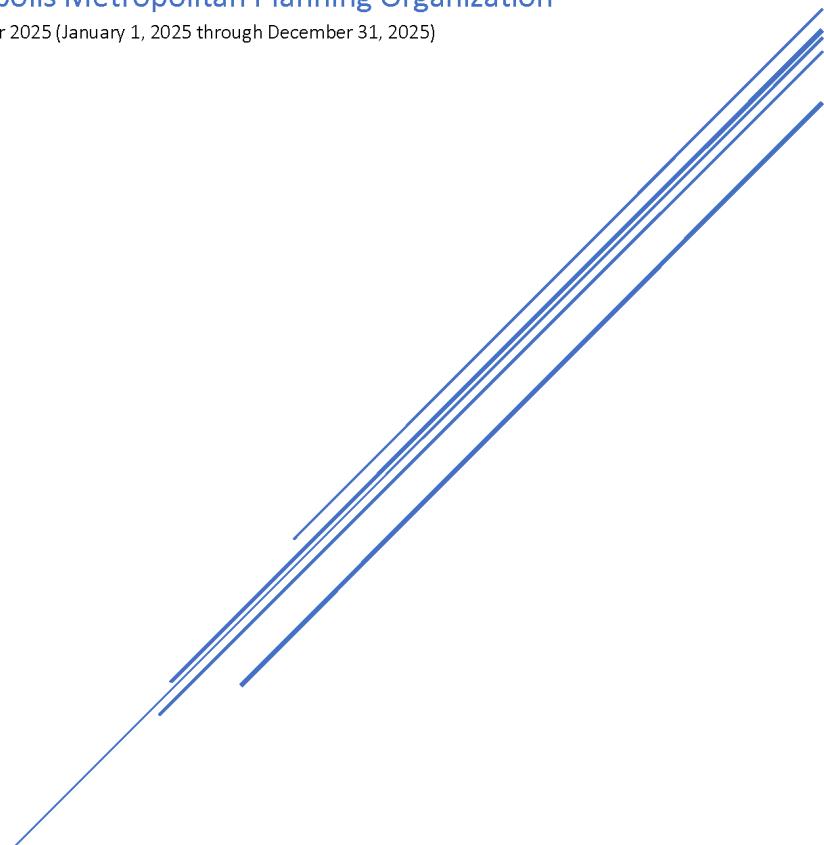
Date

Appendix I: INDOT-Approved IMPO 2025 Cost Allocation Plan

COST ALLOCATION PLAN

Indianapolis Metropolitan Planning Organization

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



Calendar Year 2025 Indianapolis MPO Cost Allocation Plan:

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

Contract Services: Legal, human resources, and financial services

Audit: Annual SBOA audit

Communication: Telephone services and internet access

Occupancy and Parking: Office space rental and parking expenses

Supplies: Consumable supplies

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

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

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

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

Insurance: Non-employee related insurance

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

Indirect Salaries

Fringe Benefits

The Indianapolis MPO's fringe benefits include:

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

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

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

Fringe, Indirect, & Overhead Rates

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

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

Indirect Cost Estimate FY 2025

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

Staffing

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

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

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

Indirect Salaries

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

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

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

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

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

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

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

Overhead Rate = Fringe Rate + Indirect Rate = 0.64

Certification of Cost Allocation Plan

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

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

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

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


Signature

6/12/2024

Date

Anna Gremling
Executive Director
Indianapolis Metropolitan Planning Organization



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 TP
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Eric Holcomb, Governor
Michael Smith, Commissioner

June 17, 2024

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

Dear Ms. Gremling:

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

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

Fringe 46%

Indirect 18%

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

Sincerely,

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

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

CC: E. Tait
 J. Mitchell
 File

www.in.gov/dot/
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Next Level
INDIANA

Appendix J: IMPO Policy Board Resolutions

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

Resolution Number 24-IMPO-014

WHEREAS, the Indianapolis Metropolitan Planning Organization (the “IMPO”) is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area (“Planning Area”); and

WHEREAS, the IMPO Transportation Policy Committee (“Policy Committee”), a committee of the IMPO, is the approval body for all transportation-related activities of the IMPO for the Planning Area under applicable U.S. Department of Transportation regulations; and

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

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

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

SECTION 1: The Indianapolis Metropolitan Planning Organization’s 2025-2026 UPWP for the Indianapolis Metropolitan Planning Area is approved and adopted.

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

SECTION 3: That any prior action taken by the Executive Director or any staff necessary in connection with the items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

SECTION 4: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

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

* * * * *

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

DocuSigned by:

Mark W. Myers

B3B603D2709F410

Chair, Indianapolis MPO Transportation Policy Committee



Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

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

Resolution Number 24-IMPO-021

WHEREAS, the Indianapolis Metropolitan Planning Organization (the “IMPO”) is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area; and

WHEREAS, the IMPO Transportation Policy Committee (“Policy Committee”), a committee of the IMPO, is the approval body for all transportation-related activities of the IMPO for the Planning Area under applicable U.S. Department of Transportation regulations; and

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

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

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

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

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

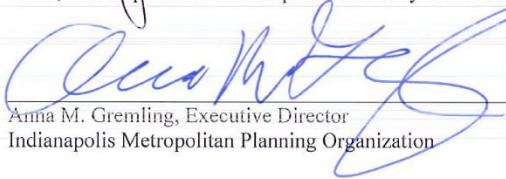
SECTION 3: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

SECTION 4: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 21st day of August, 2024.


Chair, Indianapolis MPO Transportation Policy Committee


Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization