Policy Committee

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Date: February 18, 2026
9:00 am – 11:00 am

MIBOR Realtor Association
1912 N Meridian St, Indianapolis, IN 46202

MEETING AGENDA

1.	Welcome & Introductions	Mayor Myers, City of Greenwood	5 min.
2.	State House Legislative Update	Ice Miller Representative	15 min.

ITEMS FOR RECOMMENDATION

3.	Minutes from December 3, 2025 Joint Committee Meeting	Mayor Myers, City of Greenwood	1 min.
4.	Minutes from October 15, 2025 Policy Committee Meeting	Mayor Myers, City of Greenwood	1 min.
5.	IMPO Executive Committee Election a) Memo b) Ballots	Anna Gremling	10 min.
6.	Metropolitan Transportation Plan Amendment #3 a) Memo b) Resolution 2026-IMPO-001 – For Public Hearing c) Document	Joti Martin, IMPO	7 min.
7.	Transportation Improvement Program 2026-2029 a) Memo b) Resolution 2025-IMPO-002 (Non-Exempt) – For Public Hearing c) Resolution 2025-IMPO-003 (Exempt) – For Public Hearing	Anna Gremling, IMPO	7 min.

STATUS UPDATES

8.	Safety Action Plan	Andrea Miller, IMPO Kimley-Horn Associates, Inc.	10 min.

OTHER BUSINESS

9.	IMPO Certification – April 14th and 15th	Anna Gremling, IMPO	5 min.
10.	Adjournment		

Indianapolis Metropolitan Planning Organization Membership List

Updated: February 10, 2026

Local Public Agency	Policy Committee	Term Start	Term End	Appointing Authority
Town of Avon	Ryan Cannon	1/1/2025	12/31/2025	Avon Town Council
Proxy	*Steve Moore*			
Proxy				
Town of Bargersville	Dax Norton	1/1/2026	12/31/2026	Bargersville Town Council
Proxy				
Proxy				
City of Beech Grove	James Coffman	1/1/2026	12/31/2026	Mayor James Coffman
Proxy	*Tim Cochran*			
Proxy				
Boone County	Tim Beyer	1/1/2026	12/31/2026	Boone County Commissioners
Proxy	*Nick Parr*			
Proxy	*Michael Goralski*			
Town of Brooklyn	Karen Howard	1/1/2025	12/31/2025	Brooklyn Town Council
Proxy				
Proxy				
Town of Brownsburg	Glen Adams	1/1/2026	12/31/2026	Brownsburg Town Council
Proxy	*Shawn Pabst*			
Proxy				
City of Carmel	Sue Finkam	1/1/2026	12/31/2026	Mayor Sue Finkam
Proxy	*Mike Hollibaugh*			
Proxy				
Town of Cicero		1/1/2025	12/31/2025	Cicero Town Council
Proxy	*Shae Kmicikewycz*			
Proxy				
Town of Cumberland	Ben Lipps	1/1/2025	12/31/2025	Cumberland Town Council
Proxy	*Christine Owens*			
Proxy				
Town of Danville	Mark Morgan	1/1/2026	12/31/2026	Danville Town Council
Proxy	*Lesa Ternet*			
Proxy				
City of Fishers	Hatem Mekky	1/1/2025	12/31/2026	Mayor Scott Fadness
Proxy				
Proxy				
City of Franklin	Steve Barnett	1/1/2026	12/31/2026	Mayor Steve Barnett
Proxy	*Matt McElroy*			
Proxy	*Dana Monson*			
City of Greenfield	Guy Titus	1/1/2026	12/31/2026	Mayor Guy Titus
Proxy	*Glen Morrow*			
Proxy				
City of Greenwood	Mark Myers	1/1/2026	12/31/2026	Mayor Mark Myers
Proxy	*Paul Peoni*			
Proxy				
Hamilton County	Mark Heirbrandt	1/1/2026	12/31/2026	Hamilton County Commissioners
Proxy	*Bradley Davis*			

Proxy				
Hancock County *Proxy* *Proxy*	Gary Pool	1/1/2025	12/31/2025	Hancock County Commissioners
Hendricks County *Proxy* *Proxy*	Eric Wathen *Tim Dombrosky*	1/1/2026	12/31/2026	Hendricks County Commissioners
City of Indianapolis *Proxy* *Proxy*	Nathan Sheets	1/1/2025	12/31/2027	Mayor Joe Hogsett
Johnson County *Proxy* *Proxy*	Luke Mastin *Daniel Johnston*	1/1/2026	12/31/2026	Johnson County Commissioners
City of Lawrence *Proxy* *Proxy*	Deb Whitfield *Jim Perron*	1/1/2026	12/31/2026	Mayor Deb Whitfield
City of Lebanon *Proxy* *Proxy*	Matt Gentry	1/1/2025	12/31/2025	Mayor Deb Whitfield
Town of McCordsville *Proxy* *Proxy*	Timm Gropp *Ryan Crum* *Mark Witsman*	1/1/2026	12/31/2026	McCordsville Town Council
Town of Mooresville *Proxy* *Proxy*	Mark Mathis	1/1/2025	12/31/2025	Mooresville Town Council
Morgan County *Proxy* *Proxy*	Eddie Fisher *Charles Wilson*	1/1/2026	12/31/2026	Morgan County Commissioners
Town of New Palestine *Proxy* *Proxy*	-	1/1/2025	12/31/2025	New Palestine Town Council
City of Noblesville *Proxy* *Proxy*	Chris Jenson *Matt Light* *Alison Krupski*	1/1/2026	12/31/2026	Mayor Chris Jensen
Town of Pittsboro *Proxy* *Proxy*	Jason Love	1/1/2025	12/31/2025	Pittsboro Town Council
Town of Plainfield *Proxy* *Proxy*	Andrew Klinger *Scott Singleton*	1/1/2026	12/31/2026	Plainfield Town Council
Shelby County *Proxy* *Proxy*	Desiree Calderella	1/1/2025	12/31/2025	Shelby County Commissioners
City of Southport *Proxy* *Proxy*	Jim Cooney *Alissa Newhouse*	1/1/2025	12/31/2025	Mayor Jim Cooney
Town of Speedway	Grant Kleinhenz	1/1/2026	12/31/2026	Speedway Town Council

Proxy	*Vince Noblet*			
Proxy				
City of Westfield	Scott Willis	1/1/2026	12/31/2026	Mayor Scott Willis
Proxy	*John Nail*			
Proxy				
Town of Whiteland	Carmen Young	1/1/2026	12/31/2026	Whiteland Town Council
Proxy				
Proxy				
Town of Whitestown		1/1/2025	12/31/2025	Whitestown Town Council
Proxy				
Proxy				
City of Zionsville	Lance Lantz	1/1/2026	12/31/2026	Mayor John Stehr
Proxy	*Mike Dale*			
Proxy	*George Lawis*			

Partners (Voting)	Policy Committee	Term Start	Term End	Appointing Authority
IndyGo	Jennifer Pyrz	1/1/2026	12/31/2026	IndyGo Board of Directors
Proxy	*Cameron Radford*			
Proxy	*Ryan Wilhite*			
Proxy				
CIRTA	Christine Altman	1/1/2025	12/31/2025	CIRTA Board of Directors
Proxy	*Jennifer Gebhard*			
Proxy	*Amanda Meyer*			
IAA	Drew Genneken	1/1/2025	12/31/2025	0
Proxy				
INDOT	Valerie Cockrum	1/1/2025	12/31/2025	0
Proxy	*Brandon Burgoa*			
Proxy				
Ports of Indiana	Jody Peacock	1/1/2025	12/31/2025	0
Proxy				

Partners (Non-Voting)	Policy Committee	Term Start	Term End	Appointing Authority
FHWA	Erica Tait	N/A	N/A	N/A
Proxy				
FTA	Susan Weber	N/A	N/A	N/A
Proxy				
IDEM	Shawn Seals	N/A	N/A	N/A
Proxy				
MDC		N/A	N/A	N/A
Proxy				
Columbus MPO		N/A	N/A	N/A
Proxy				
Anderson MPO (MCCOG)		N/A	N/A	N/A
Proxy				
Private Freight Rep		N/A	N/A	N/A
Proxy				

Indianapolis Metropolitan Planning Organization
Joint Transportation Committees Meeting Minutes
December 3, 2025
9:00 a.m.
Hornet Park Community Center 5245 Hornet Ave, Beech Grove, IN 46107

Policy Committee Members

✓= Present (blank) = Absent

	Boone County	Nick Parr	✓	City of Lawrence	Jim Perron
	Hancock County	Gary Pool	✓	Town of McCordsville	Ryan Crum
	Morgan County	Justin Schneck		Town of Mooresville	Mark Mathis
✓	Hamilton County	Brad Davis		Town of New Palestine	Stephen Pool
✓	Hendricks County	Eric Wathen		City of Noblesville	Matt Light
	Johnson County	Luke Mastin		Town of Pittsboro	Steve Maple
	Shelby County	Desiree Calderella	✓	Town of Plainfield	Andrew Klinger
✓	Town of Avon	Ryan Cannon		City of Southport	Jim Cooney
✓	Town of Bargersville	Dax Norton	✓	Town of Speedway	Grant Kleinhenz
✓	City of Beech Grove	Tim Cochran		City of Westfield	John Nail
	Town of Brooklyn	Karen Howard		Town of Whiteland	Kevin McGinnis
✓	Town of Brownsburg	Shawn Pabst		Town of Whitestown	Todd Barker
✓	City of Carmel		✓	Town of Zionsville	Lance Lantz
	Town of Cicero	Chad Amos	✓	IndyGo	Ryan Wilhite
	Town of Cumberland	Ben Lipps	✓	CIRTA	Amanda Myer
✓	Town of Danville	Mark Morgan	✓	INDOT	Brandon Burgoa
	City of Fishers	Hatem Mekky		Indianapolis Airport Authority	Drew Genneken
✓	City of Franklin	Steve Barnett		Ports of Indiana	Jody Peacock
✓	City of Greenfield	Glen Morrow		FHWA	Erica Tait
✓	City of Greenwood	Mark Myers		FTA	Cecilia Crenshaw
✓	City of Indianapolis	Nathan Sheets		IDEM	Shawn Seals

Technical Committee Members

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

Others Present

Anna Gremling – Indianapolis MPO	Sean Northup – Indianapolis MPO
Jen Higginbotham – Indianapolis MPO	Cole Jackson – Indianapolis MPO
Jennifer Dunn – Indianapolis MPO	Kristyn Sanchez – Indianapolis MPO
Annie Dixon – Indianapolis MPO	Danielle Fry - Indianapolis MPO
Joti Martin – Indianapolis MPO	Matti McCormick – The McCormick Group
Cassie Reiter - CMT	Jarrod Huff – City of Carmel
Neil Vantress – City of Carmel	Brad Meriwether – Town of Zionsville
Dave Henkel – Lockmueller Group	Jason Koch – WSP
Tony Hinkle - WSP	Andrew Wolf – Crossroad Engineers
Jeff Hill – A&F Engineers	Keith Olson – Town of Avon

1. WELCOME

Mark Myers called the meeting to order and asked members to introduce themselves.

ITEMS FOR APPROVAL

2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Cole Jackson stated that the Transportation Improvement Program (TIP) had INDOT and local amendments. **Jackson** explained the rules regarding Federal Funds Exchange (FFE) amendments, and outlined a request for an FFE amendment from the City of Indianapolis for requesting an additional $1,176,296 (10%) of FFE-STBG funding for Madison Ave Road Rehabilitation from Martin Street to Pleasant Run Parkway (2414FFE). Total project cost increased from $17,203,700 to $18,865,800. **Jackson** also stated the call-for-projects had closed.

Mark Myers opened up the public hearing, heard no comments, and closed the public hearing.

Member	Result	Member	Result	Member	Result
Hamilton County	Approve	Town of Danville	Approve	Town of Plainfield	Approve
Hendricks County	Approve	City of Franklin	Approve	Town of Speedway	Approve
Town of Avon	Approve	City of Greenfield	Approve	Town of Zionsville	Approve
Town of Bargersville	Approve	City of Greenwood	Approve	IndyGo	Approve
City of Beech Grove	Approve	City of Indianapolis	Approve	CIRTA	Approve
Town of Brownsburg	Approve	City of Lawrence	Approve		
City of Carmel	Approve	Town of McCordsville	Approve		

John Ayers moved to approve Resolution #2025-IMPO-019
Renea Rafala seconded the motion. A voice vote was conducted.
Resolution #2025-IMPO-019 was approved.
MOTION PASSES.

3. SAFETY PERFORMANCE MEASURES

Jennifer Dunn introduced the safety performance targets for the purpose of HSIP and assesses fatalities on public roads. **Dunn** stated that these are annual targets and are re-adopted every year for different goals that apply to all public roads. INDOT used 2021 crash numbers, then a 2% reduction each year to reach the 2026 targets. MPOs must either support INDOT's targets or set their own targets. The Policy Committee has endorsed the state safety targets for the last 8 years. Dunn stated targets must decrease each year. Dunn reminded the Committee that the MPO has their own Vision Zero resolution. **Gremling** stated there is no advantage for us in endorsing a different standard, and no other MPO from the state is deviating.

Member	Result	Member	Result	Member	Result
Hamilton County	Approve	Town of Danville	Approve	Town of Plainfield	Approve
Hendricks County	Approve	City of Franklin	Approve	Town of Speedway	Approve
Town of Avon	Approve	City of Greenfield	Approve	Town of Zionsville	Approve
Town of Bargersville	Approve	City of Greenwood	Approve	IndyGo	Approve
City of Beech Grove	Approve	City of Indianapolis	Approve	CIRTA	Approve
Town of Brownsburg	Approve	City of Lawrence	Approve		
City of Carmel	Approve	Town of McCordsville	Approve		

Renea Rafala moved to approve Resolution #2025-IMPO-021
Ryan Wilhite seconded the motion. A voice vote was conducted.
Resolution 2025-IMPO-021 was approved.
MOTION PASSES.

STATUS UPDATES

4. MAXIMIZING VALUE OF LAND STUDY

Andrea Miller discussed the maximizing value of land study, which looks at different types of housing and impacts on tax revenues and costs from roads to sewers. **Miller** stated that the document has several components, including case studies in the region and an analysis of what recreational amenities people want and stakeholder engagement. **Miller** stated they have found there is a significant amount of misunderstanding from members of the public about different types of taxes (local, state, and federal). **Miller** stated this is important because of changes to taxes at the state level, and there is a technical advisory committee with technical information, an open house, a speaker event, and an update to the Policy Committee.

5. SERV REPORT

Danielle Frey discussed the SERV focus group, which stands for strategically elevating regional voices (SERV). **Frey** stated that it is formed to increase public participation. Frey stated the MPO worked with the McCormick Group for facilitation. **Frey** stated that traditional engagement methods have not been working, especially for underserved communities, and SERV could fill in the gaps in participation and go deeper into topics with sustained dialogue, increasing understanding of what the MPO does, gathering actionable feedback, and building a model for the future. **Frey** stated that the MPO worked with partner organizations to find members of the committee from diverse ZIP codes. The final committee had 14 members with five 90-minute-long meetings split along presentation and discussion. Each member was compensated with a gift card for participation in each meeting, provided lunch, and had homework before each meeting. **Frey** stated staff also met with members 1-on-1. **Frey** stated that meeting topics included what the MPO is about and new engagement strategies, the Transportation Improvement Program and funding projects, sustainability through family, health, & safety, transportation safety focused on road design, communication, and funding, and work finally a meeting with IndyGo. **Frey** stated the group resulted in trust and dialogue with members of the community we would not have reached before. **Frey** stated we are recruiting for next year and asked members to share any members who might be interested.

6. FREIGHT SUPPLEMENT DATA

Joti Martin stated that we are working on additional data that goes beyond the additional freight study. **Martin** stated there is an existing regional freight network, including key routes for freight. This did not show some data, such as where trucks should or should not be routed, obstacles, and local rules. **Martin** stated that this information expands to show where freight is or is not appropriate. **Martin** stated this includes weight-restricted bridges, low-clearance bridges, truck bans or restrictions, and truck-designated routes. **Martin** stated that freight rules are widespread but inconsistently documented. **Martin** stated that the next steps include review, and members can provide comments. **Martin** stated it should be available in March of next year.

7. NEW IMPO WEBSITE & MTP KEY PERFORMANCE INDICATORS

Jen Higginbotham stated that a new IMPO website will launch soon and provided an overview of the website. **Higginbotham** also discussed the Metropolitan Transportation Plan (MTP) Key Performance Indicators (KPI) Dashboard. It includes indicators with data sorted into the four themes of the MTP (move, sustain, make safe, prosper).

OTHER UPDATES

8. 2026 IMPO MEETING SCHEDULE

Anna Gremling stated the schedule was available for next year.

9. 2026 EXECUTIVE COMMITTEE ELECTIONS – FEBRUARY

Anna Gremling stated elections are coming up for the Executive Committee in February. Seats that are up for election will be Eric Wathen, Andrew Klinger, and Mark Myers, whose terms are expiring.

10. 2026 IMPO MEMBERSHIP DUES

Anna Gremling stated membership dues must be submitted by the first meeting of 2026.

11. ADJOURNMENT

Jim Perron moved to adjourn the December 3, 2025 Joint Transportation Committees meeting.
Mark Morgan seconded the motion. A voice call was conducted.
The December 3, 2025 Joint Transportation Committees meeting was adjourned.
MOTION PASSES.

Indianapolis Metropolitan Planning Organization
Transportation Policy Committee Meeting Minutes
October 15, 2025
9:00 a.m.
MIBOR 1912 N Meridian St, Indianapolis, IN 46202

Committee Members

✓= Present (blank) = Absent

✓	Boone County	Nick Parr	✓	City of Lawrence	James Perron
	Hancock County	Gary Pool	✓	Town of McCordsville	Ryan Crum
	Morgan County	Justin Schneck		Town of Mooresville	Mark Mathis
✓	Hamilton County	Mark Heirbrandt		Town of New Palestine	Stephen Pool
	Hendricks County	Eric Wathen		City of Noblesville	Matt Light
✓	Johnson County	Luke Mastin		Town of Pittsboro	Steve Maple
	Shelby County	Desiree Calderella	✓	Town of Plainfield	Andrew Klinger
✓	Town of Avon	Steve Moore		City of Southport	Jim Cooney
✓	Town of Bargersville	Dax Norton		Town of Speedway	Grant Kleinhenz
✓	City of Beech Grove	James Coffman		City of Westfield	John Nail
	Town of Brooklyn	Karen Howard		Town of Whiteland	Kevin McGinnis
	Town of Brownsburg	Shawn Pabst		Town of Whitestown	Todd Barker
	City of Carmel	Bradley Pease	✓	Town of Zionsville	Lance Lantz
	Town of Cicero	Chad Amos	✓	IndyGo	Ryan Wilhite
	Town of Cumberland	Ben Lipps	✓	CIRTA	Christine Altman
✓	Town of Danville	Mark Morgan		INDOT	Valerie Cockrum
	City of Fishers	Hatem Mekky		Indianapolis Airport Authority	Drew Genneken
✓	City of Franklin	Steve Barnett		Ports of Indiana	Jody Peacock
	City of Greenfield	Glen Marrow		FHWA	Erica Tait
✓	City of Greenwood	Mark Myers		FTA	Cecilia Crenshaw
	City of Indianapolis	Nathan Sheets		IDEM	Shawn Seals

Others Present

Anna Gremling – Indianapolis MPO	Jen Higginbotham – Indianapolis MPO
Danielle Frey - Indianapolis MPO	Cole Jackson – Indianapolis MPO
Andrea Miller – Indianapolis MPO	Tim Cochran – City of Beech Grove
Amanda Meyer – CIRTA	Gregory Budd - HNTB
Tim Beyer – Boone County	Kate Zale - EMCS

1. WELCOME

Mayor Myers called the meeting to order at 9:00am and asked attendees to introduce themselves.

ITEMS FOR APPROVAL

2. MINUTES FROM AUGUST 20, 2025 POLICY COMMITTEE MEETING

Mayor Myers asked for corrections to the minutes and heard none.

Member	Result
Boone County	Approve
Hamilton County	Approve
Johnson County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve

Member	Result
Town of Danville	Approve
City of Franklin	Approve
City of Greenwood	Approve
City of Lawrence	Approve
Town of McCordsville	Approve
Town of Zionsville	Approve

Member	Result
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve

James Perron moved to approve the minutes
Luke Mastin seconded the motion. A voice vote was conducted.
The minutes were approved.
MOTION PASSES.

3. *TIP AMENDMENTS 2026-2029*

Cole Jackson stated there were amendments to the 2026-2029 TIP. **Jackson** stated these are for the federally approved 2026 to 2029 TIP and include exempt and non-exempt amendments.

Mayor Myers opened a public hearing, heard no comments, and closed the public hearing.

Jackson informed the Committee about the upcoming call for projects and stated FFE projects are on SFY 2029 lettings and federal projects are for 2031. **Jackson** stated that the next meeting will include amendments for FFE funds.

Member	Result	Member	Result	Member	Result
Boone County	Approve	Town of Danville	Approve	Town of Zionsville	Approve
Hamilton County	Approve	City of Franklin	Approve	IndyGo	Approve
Johnson County	Approve	City of Greenwood	Approve	CIRTA	Approve
Town of Avon	Approve	City of Lawrence	Approve		
Town of Bargersville	Approve	Town of McCordsville	Approve		
City of Beech Grove	Approve	Town of Zionsville	Approve		

Christine Altman moved approve Resolution 2025-IMPO-018
Luke Mastin seconded the motion. A voice vote was conducted.
The resolution was approved.
MOTION PASSES.

4. *COORDINATED PLAN*

Jen Higginbotham provided an update on the Coordinated Plan, last updated in 2021, related to section 5310 funding, providing services primarily for people with disabilities and seniors. This plan is required for them to receive funds. **Higginbotham** gave an overview of public comment, including a public comment period, stakeholder meetings, and other public comments. **Higginbotham** gave an overview of the outlined needs and goals, including maintaining and improving service, coordinating programs and services, complementing public transportation, and educating decision makers.

Higginbotham read Health by Design's comments on the coordinated plan received during the public pre-hearing.

Mayor Myers opened a public hearing, heard no comments, and closed the public hearing.

Member	Result	Member	Result	Member	Result
Boone County	Approve	Town of Danville	Approve	Town of Zionsville	Approve
Hamilton County	Approve	City of Franklin	Approve	IndyGo	Approve
Johnson County	Approve	City of Greenwood	Approve	CIRTA	Approve
Town of Avon	Approve	City of Lawrence	Approve		
Town of Bargersville	Approve	Town of McCordsville	Approve		
City of Beech Grove	Approve	Town of Zionsville	Approve		

James Perron moved to approve resolution 2025-IMPO-017
Ryan Wilhite seconded the motion
The resolution was approved
MOTION PASSES.

5. *PUBLIC INVOLVEMENT PLAN*

Danielle Frey provided an update on the Public Involvement Plan (PIP), which is updated every four years and includes changes such as adding public pre-hearings, TIP/MTP amendment comment period alignment, and engagement toolkit. One public comment was received from Health by Design and is included in the packet.

Mayor Myers opened a public hearing, heard no comments, and closed the public hearing.

Member	Result	Member	Result	Member	Result
Boone County	Approve	Town of Danville	Approve	Town of Zionsville	Approve
Hamilton County	Approve	City of Franklin	Approve	IndyGo	Approve
Johnson County	Approve	City of Greenwood	Approve	CIRTA	Approve
Town of Avon	Approve	City of Lawrence	Approve		
Town of Bargersville	Approve	Town of McCordsville	Approve		
City of Beech Grove	Approve	Town of Zionsville	Approve		

James Perron moved to approve resolution 2025-IMPO-016
Ryan Wilhite seconded the motion
The resolution was approved
MOTION PASSES.

STATUS REPORTS

6. INDOT PROPEL STUDY

Kia Gillet informed the committee about PROPEL Indy, a PEL for 23CFR450 to assist with NEPA. It is a collaborative effort to reimagine the future of I-65 and I-70, within the 465 loop. The study launched in 2023 and included community engagement, purpose and need studies, and a universe of concepts. Needs include aging bridges and pavement conditions, safety, mobility, and multimodal connectivity. 14 concepts have been brought forward for consideration. Planning level alternatives considered where concepts should be placed, why a concept should be used and what need it addresses, and how concepts should be combined to address the location's needs. Alternatives were evaluated based on need, environmental impact, cost estimates, constructability, and community goals. Alternatives include no build, rebuild with modern materials, add travel lanes, dynamic shoulder lanes, reversible lanes, a recessed interstate, and a viaduct. Additional analysis is needed, and no decisions have been made. **Christine Altman** asked if tolling was being considered and **Gillet** responded that tolling was not included in the study.

7. TRANSPORTATION BILL REAUTHORIZATION UPDATE

Caitlyn Cook informed the Committee about AMPO's structure and recent changes at the Federal level. **Cook** stated that some grants have been rescinded, which is part of an ongoing review where unobligated projects have been undergoing review, with those grants at risk of having funds rescinded. **Cook** stated the IIJA is set to expire at the end of 2026, meaning Congress has begun to ramp up drafting the next bill.

OTHER ITEMS OF BUSINESS

8. OTHER ITEMS OF BUSINESS

Anna Gremling stated the Safe Streets and Roads for All committee is reconvening. Communities that received their own grant are required to coordinate with us. We have purchased some additional Replica data on road safety.

ADJOURNMENT

James Perron moved to adjourn the October 15, 2025 Transportation Policy Committee meeting.
Luke Mastin seconded the motion. A voice call was conducted.
The October 15, 2025 Transportation Policy Committee meeting was adjourned.
MOTION PASSES.

Memo

To: **IMPO Policy Committee Members**

From: Anna M. Gremling

Date: February 9, 2026

Re: IMPO Executive Committee

At the upcoming Transportation Policy Committee meeting, the IMPO will hold elections for several positions on the IMPO Executive Committee. These positions are elected from the Transportation Policy Committee with seats allocated to the different government types that participate in the IMPO. The following people have expressed interest in the open seats:

- Excluded City – Mayor James Coffman, Beech Grove (formally held by Mayor Buckley, City of Beech Grove)
- County – Commissioner Mark Heirbrandt, Hamilton County (current committee member)
- Town –Ryan Cannon, Town Manager, Town of Avon (current committee member)

The newly elected members will be joining the current members that are listed below:

- Todd Wilson, City of Indianapolis (largest city, automatic seat)
- Jen Pyrz, IndyGo (largest transit provider, automatic seat)
- Mayor Mark Myers, City of Greenwood (elected at-large member)
- Eric Wathen, Hendrick County (elected at-large member)
- Andrew Klinger, Town of Plainfield (elected at large member)

If you have any questions, feel free to call me at 317.956.9347 or email me at anna.gremling@indympo.gov

Memo

To: IMPO Transportation Committees

From: Joti Martin

Date: January 26, 2026

Re: CIRCLE 2050 Metropolitan Transportation Plan (MTP) Amendment #3

The MPO will be making an amendment to the Circle 2050 Metropolitan Transportation Plan (MTP). This amendment will include changes to the projects below within the overall MTP project list. The document public review period is from February 7-17, 2026. The final draft of the full document will be available for public hearing and Transportation Policy Committee review and consideration for approval at the February 18 meeting. Comments received will be shared with the Committees. This amendment meets all requirements for transportation conformity.

Non-Exempt* amendments to be updated within the CIRCLE 2050 MTP List of Projects:

- **MTP #2024; DES #2400029; INDOT (Hamilton County)**
  - SR 37 New Grade-Separated Interchanges Project from approximately 2,500 feet south of Greenfield Avenue to 2,500 feet north of SR 32/38; New interchange construction following environmental document re-evaluation.
  - Adding to Time Period 2 (2031–2040); Estimated Cost: $300.0M (total).
- **New Project: MTP #6048; DES #2100018; INDOT (Marion County)**
  - I-65 North Downtown Indianapolis Bridge from Central Avenue to Fall Creek; Major bridge replacement with added travel lanes and associated interchange modifications.
  - Adding to Time Period 2 (2031–2040); Estimated Cost: $878.0M (total).
- **MTP #4006; DES #2002959; INDOT (Hendricks County)**
  - I-70 Added Travel Lanes (ATL) from approximately 0.76 miles west of SR 39 to SR 267.
  - Adding to Existing & Committed Project List (2024-2030); Estimated Cost: $269.6M (total).

Other Non-Exempt* amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- None
- As per routine procedure, the results of the Madison County Council of Governments (MCCOG)'s transportation demand model for Madison County will be / has been added to the IMPO's model results

IMPO MTP				
Time Period	**2024-2030**	**2031-2040**	**2041-2050**	**TOTAL**
State Revenues	$5.2 B	$10.9 B	$13.9 B	**$30.1 B**
State Spending	$4.8 B	$0.3 B	$0.0 B	**$5.1 B**
Total Local Revenues	$2.1 B	$4.2 B	$5.3 B	**$11.7 B**
Local Spending	$0.5 B	$0.6 B	$1.0 B	**$2.1 B**
IndyGo Revenues	$1.4 B	$2.3 B	$2.9 B	**$6.5 B**
IndyGo Spending	$0.8 B	$0.0 B	$0.0 B	**$0.8 B**

Spending totals updated as part of the MTP Amendment described in this document.
Source: Indianapolis MPO. All figures are rounded and in billions.
Note: Some rows may not add up due to rounding.

If you have questions, please reach out to me at Joti.Martin@IndyMPO.gov or 317-327-5431.

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*Descriptions

- **Non-Exempt** = Capacity Expansion projects that are regionally significant, meaning they are likely to have the most impact on vehicle movements. These can include adding travel lanes to roadways, adding new major roadways, and transit projects with dedicated lanes.
- **Illustrative** = The MTP is required to fiscally constrain projects. That means that regional transportation revenues are projected, a goal for how much to spend on capacity expansion projects is set, and each MTP time period restricts the projects in it accordingly. Projects that don't make it into the three main time periods are added to the illustrative list, or a time period beyond 2050.
- **E&C** = The Existing and Committed list of projects. These projects are either under construction or set to move forward, with either IMPO funding, state funding (for INDOT projects), transit funding, or other grant funding (like RAISE or other).

A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING CERTAIN ACTIONS

Resolution Number 26-IMPO-001

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 CIRCLE 2050 Metropolitan Transportation Plan ("MTP") is a 25-year, fiscally constrained vision for the region's transportation goals, updated every four years; and

WHEREAS, changing conditions necessitate periodic updates of the MTP; and

WHEREAS, the proposed Amendment #3 to the MTP was made available for public comment, and comments received were provided to the Transportation Policy Committee; and

WHEREAS, the Transportation Improvement Program is consistent with the MTP; and

WHEREAS, the IMPO consulted with the Interagency Consultation Group and the IMPO anticipates, subsequent to Policy Committee approval, the USDOT will find that the proposed Amendment #3 to the MTP meets transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93.

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

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

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

SECTION 1: That Amendment #3 to the MTP is hereby approved.

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 18th day of February 2026.

_____

Indianapolis MPO Transportation Policy Committee

_____

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

Indianapolis Metropolitan Planning Organization

2050 Metropolitan Transportation Plan Amendment #3 – 2026Q1

2050 Metropolitan Transportation Plan
2024-2027 & 2026-2029 Transportation Improvement Program

January 26, 2026

-- DRAFT --

Prepared by:
Indianapolis Metropolitan Planning Organization
200 East Washington Street, Suite 2322
Indianapolis, Indiana 46204
317-327-5136 | https://indympo.gov/

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Appendix B: CIRCLE 2050 MTP Replacement List of Projects/Cost

1. Transportation Conformity

Refer to the 2026-Q1 Transportation Conformity Determination Report for Central Indiana for required federal conformity determination for this Amendment #3 to the CIRCLE 2050 MTP.

This amendment to the CIRCLE 2050 Metropolitan Transportation Plan (MTP) includes:

- Indiana Department of Transportation (INDOT) project
- IMPO member projects

2. Background

The MTP is the IMPO's 25-year vision and plan for implementation of major regional projects. The IMPO works closely with all of its local public agencies (cities, towns, and counties), as well as INDOT, local transit operators, and other relevant agencies in creating the MTP. As projects are selected for federal funding they advance to implementation, at which point they are programmed into the IMPO's 4-year Transportation Improvement Program (TIP) for study, design, and construction, provided they attain environmental permits and other necessary clearances.

3. Public Review and Approval Process

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The CIRCLE 2050 MTP Amendment #3 was made available for public review and comment from February 7-17, 2026, and during a public hearing on February 18, 2026, during the IMPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

4. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

Amendment #3 to the CIRCLE 2050 MTP includes the following projects. See full updated table of CIRCLE 2050 MTP projects in Appendix B.

Non-Exempt amendments to be updated within the 2050 MTP List of Projects:

- **MTP #2024; DES #2400029; INDOT (Hamilton County)**
  - SR 37 New Grade-Separated Interchanges Project from approximately 2,500 feet south of Greenfield Avenue to 2,500 feet north of SR 32/38; New interchange construction following environmental document re-evaluation.
  - Adding to Time Period 2 (2031–2040); Estimated Cost: $300.0M (total).
- **New Project: MTP #6048; DES #2100018; INDOT (Marion County)**

  - I-65 North Downtown Indianapolis Bridge from Central Avenue to Fall Creek; Major bridge replacement with added travel lanes and associated interchange modifications.
  - Adding to Time Period 2 (2031–2040); Estimated Cost: $878.0M (total).
- **MTP #4006; DES #2002959; INDOT (Hendricks County)**
  - I-70 Added Travel Lanes (ATL) from approximately 0.76 miles west of SR 39 to SR 267.
  - Adding to Existing & Committed Project List (2024-2030); Estimated Cost: $269.6M (total).

Other Non-Exempt amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- None
- As per routine procedure, the results of the Madison County Council of Governments (MCCOG)'s transportation demand model for Madison County will be / has been added to the IMPO's model results.

The following table summarizes planned expenditures by plan period from the tables in Appendix B. In each period the projected revenue is more than the planned costs, therefore the plan is fiscally constrained.

IMPO MTP				
Time Period	**2024-2030**	**2031-2040**	**2041-2050**	**TOTAL**
State Revenues	$5.2 B	$10.9 B	$13.9 B	**$30.1 B**
State Spending	$4.8 B	$0.3 B	$0.0 B	**$5.1 B**
Total Local Revenues	$2.1 B	$4.2 B	$5.3 B	**$11.7 B**
Local Spending	$0.5 B	$0.6 B	$1.0 B	**$2.1 B**
IndyGo Revenues	$1.4 B	$2.3 B	$2.9 B	**$6.5 B**
IndyGo Spending	$0.8 B	$0.0 B	$0.0 B	**$0.8 B**

Spending totals updated as part of the MTP Amendment described in this document.
Source: Indianapolis MPO. All figures are rounded and in billions.
Note: Some rows may not add up due to rounding.

Appendix A – Consultation Materials

Public Review and Comment Materials

The Indianapolis MPO made this amendment available for public review and comment from February 7-17, 2026, and during a public hearing on February 18, 2026 at the Indianapolis MPO Transportation Policy Committee Meeting.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star
- posted documents to the IMPO's website
- advertised the public comment opportunity via social media accounts
- included the public comment opportunity in the bi-weekly teMPO e-newsletter

Comments / questions received during the public comment period:

- No comments.

Comments / questions received during the public hearing:

- No comments.

Appendix B – CIRCLE 2050 MTP Replacement List of Projects/Cost

Projects that have been added or revised as part of this MTP Amendment #3 are indicated with a **bold** box around the item with an asterisk (*) next to the MTP ID.

MTP ID	LEAD AGENCY	DESCRIPTION	IMPROVEMENT	TIME PERIOD	YOE COST
1002	INDOT (Boone)	I-65/SR 267 Interchange Modification & New Interchange at CR 550 E	Interchange Modification & New Interchange	E&C (2024-2030)	$33,864,611
1003	INDOT (Boone)	US 421 ATL from 2.91 miles north of the north leg of I-465 to 2.86 miles south of SR 32	Added Auxiliary / Turn Lanes (2.8 miles)	E&C (2024-2030)	$27,650,000
2019	INDOT (Hamilton)	US 31 & 236th St Interchange	New Interchange Construction	E&C (2024-2030)	$22,589,885
2020	INDOT (Hamilton)	SR 32 from 19th St to Presley Dr	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$2,819,427
2021	INDOT (Hamilton)	SR 32 from East St to Mensa Rd	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$96,345,197
2022	INDOT (Hamilton)	SR 32 ATL between Cicero Creek and SR-38 W Junction	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$3,531,594
2023	INDOT (Hamilton)	US 31 Access Control from SR 38 to 286th St	Access Control & New Interchange	E&C (2024-2030)	$53,570,388
2513	INDOT/Noblesville (STBG-3)	Boden Rd from Beauty Berry Ln to 156th St	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$9,512,500
2514	INDOT/Noblesville (STBG-3)	Olio Rd from 146th St to 156th St	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$14,289,211
3002	INDOT (Hancock)	I-70 from 1.0 mi west of Mt Comfort Rd to 1.2 mi east of SR 9	Widen from 4 lanes to 6 lanes	E&C (2024-2030)	$168,099,808
3003	INDOT (Hancock)	I-70 Interchange @ CR 200 W	New Interchange Construction	E&C (2024-2030)	$56,000,000
4002	INDOT (Hendricks)	US 36 from Shiloh Crossing Dr to Raceway Rd	Widen from 4 lanes to 6 lanes	E&C (2024-2030)	$10,676,697
4006*	**INDOT (Hendricks)**	**I-70 from approximately 0.76 miles west of SR 39 to SR 267**	**Added Travel Lanes**	**E&C (2024-2030)**	**$269,600,000**
4007	INDOT (Hendricks)	US 36 from Corottoman Ct to Shiloh Crossing Dr	Widen from 5 lanes to 6 lanes	E&C (2024-2030)	$27,037,500
4008	INDOT (Hendricks)	Quaker Blvd Bridge (Frontage Rd, 2.93 miles S of US 40)	New Bridge Construction	E&C (2024-2030)	$66,890,000
4201	INDOT/Avon (STBG3)	Dan Jones Rd from 100 S to CR 150 S	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$11,330,395
5003	INDOT (Johnson)	SR 135 (Meridian St) from Stones Crossing to Whiteland Rd	Widen from 2 lanes to 5 lanes	E&C (2024-2030)	$35,674,053
5004	INDOT (Johnson)	I-69 Section 6: SR 39 to I-465 + ATL on I-465	New Road	E&C (2024-2030)	$2,033,149,334
5008	INDOT (Johnson)	US 31 from S Main St to Israel Ln	Widen from 4 lanes to 5 lanes	E&C (2024-2030)	$64,828,453
5011	INDOT (Johnson)	I-65 from 0.54 miles N of SR 252 to 0.96 miles S of SR 44	Widen from 4 to 6 lanes	E&C (2024-2030)	$36,480,544

6005	INDOT (Marion)	I-69/I-465 IM & ATL on I-69 from 2,000 ft south of 75th St to 86th St (Clear Path)	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	$767,375,681
6036	INDOT (Marion)	I-65 Safety & Efficiency Project (from I-465 to I-70 SE side)	Widen from 6 lanes to 8 lanes	E&C (2024-2030)	$121,920,604
6039	INDOT (Marion)	North Split Interchange Modification	Interchange Modification Multi-Level	E&C (2024-2030)	$408,677,725
6042	INDOT (Marion)	US 36 from Raceway Rd to I-465	Widen from 4 lanes to 6 lanes	E&C (2024-2030)	$5,837,366
6043	INDOT (Marion)	I-465 NW Added Travel Lanes from W 86th St to College Ave.	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	$301,825,000
6045	INDOT (Marion)	I-465 at US 36/SR 67/Pendleton Pike (Exit 42)	Interchange Modification	E&C (2024-2030)	$9,281,709
6046	INDOT (Marion)	I-465 at US 421/Michigan Road (Exit 27) Interchange Modification with Added Travel Lanes	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	$31,400,000
6047	INDOT (Hamilton)	US 31 Added Travel Lanes (1-465 to 116th St) & Interchange Modifications at 106th St & 116th St	Added Travel Lanes & Interchange Modification	E&C (2024-2030)	$105,901,462
9003	IndyGo	Red Line BRT - Extensions to Marion Co. Line	Transit Enhancement Capital Projects	E&C (2024-2030)	$148,295,745
9006	IndyGo	Blue Line BRT	Transit Enhancement Capital Projects	E&C (2024-2030)	$371,512,686
9007	IndyGo	Purple Line BRT	Transit Enhancement Capital Projects	E&C (2024-2030)	$182,770,759
9008	IndyGo	Marion County Transit Plan Local Network Improvements	Transit Holistic Network Changes	E&C (2024-2030)	$28,000,000
2018	Fishers	141st St & SR 37 Interchange	New Interchange Construction	E&C (2024-2030)	$38,950,791
2119	Hamilton County	146th St & Hazel Dell Parkway	New/Modified Arterial Interchange	E&C (2024-2030)	$42,646,000
2122	Hamilton County	146th St & Allisonville Rd Interchange	Grade Separated Interchange	E&C (2024-2030)	$42,557,000
2445	Westfield	SR 32 from Poplar to East St.	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$15,000,000
2508	Noblesville	Pleasant St from 10th St to River Rd	Widen from 2 to 4 lanes; New Road - 2 lanes	E&C (2024-2030)	$55,113,445
2509	Noblesville	Pleasant St from 10th St to 19th St	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$17,820,000
2510	Noblesville	Pleasant St from River Rd to SR 32/Hague Rd intersection	New Road 2 lanes	E&C (2024-2030)	$28,189,250
3102	Hancock County	600 W from 400 N to 550 N	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$24,603,038
3106	Hancock County	CR 300 N from CR 600 W to CR 700 W	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$12,385,634
3112	Hancock County	Stinemyer Rd Connection	New Road	E&C (2024-2030)	$5,233,038
4122	Hendricks County	Ronald Reagan Pkwy from CR 600 N to CR 750 N	New Road 4 lanes	E&C (2024-2030)	$68,900,067

4208	Avon	Dan Jones Rd from CR 150 S to Bradford Rd	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$9,293,250
4209	Avon	Dan Jones Rd from US 36 to CR 100 N	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$13,352,356
5112	Johnson County	Smith Valley Rd from Peterman Rd to Restin Rd	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$15,852,100
5209	Greenwood	Smith Valley Rd from Browning Dr to US 31	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$5,779,710
6116	Indianapolis DPW	County Line Rd from I-69 to Depot Dr	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$49,590,000
6160	Indianapolis DPW	County Line Rd from Depot Dr to Wood Creek Dr	Widen from 2 lanes to 4 lanes	E&C (2024-2030)	$30,260,000
6164	Indianapolis DPW	Henry St from Harding St to White River Pkwy W Dr	New Road 2 lanes	E&C (2024-2030)	$7,770,000
6165	Indianapolis DPW	Emerson Ave from Co Line Rd to Stop 11 Rd	Widen from 3 lanes to 5 lanes	E&C (2024-2030)	$14,903,875

MTP ID	LEAD AGENCY	DESCRIPTION	IMPROVEMENT	PERIOD		YOE COST
9004	IndyGo	Red Line BRT - Extension to Hamilton Co.	Transit New Route/Fixed Guideway	1	2024-2030	$40,000,000
9005	IndyGo	Red Line BRT - Extension to Johnson Co.	Transit New Route/Fixed Guideway	1	2024-2030	$2,965,650
2024*	**INDOT (Hamilton County)**	**SR 37 from approximately 2,500 feet south of Greenfield Avenue to 2,500 feet north of SR 32/38**	**New Grade-Separated Interchanges Project**	**2**	**2031-2040**	**$300,000,000**
2121	Hamilton County	146th St & Carey Rd	New/Modified Arterial Interchange	2	2031-2040	$100,203,032
2501	Noblesville	Greenfield Ave from Allisonville Rd/10th St to SR 37	Widen from 2 lanes to 4 lanes	2	2031-2040	$82,434,568
3310	McCordsville	Mt. Comfort Rd/CR 600 W from CR 750 N to CR 700 N	Widen from 2 lanes to 4 lanes	2	2031-2040	$12,551,965
3312	McCordsville	Mt. Comfort Rd/CR 600 W from CR 600 N to Aurora Way	Widen from 2 lanes to 4 lanes	2	2031-2040	$12,472,882
4005	INDOT (Hendricks)	US 36 from Avon Ave to Shiloh Crossing Dr	Widen from 4 lanes to 6 lanes	2	2031-2040	$55,161,936
4105	Avon	CR 100 N (10th St.) from Raceway Rd to Avon Ave	Widen from 2 lanes to 4 lanes	2	2031-2040	$66,144,748
4206	Avon	Avon Ave from CR 300 S to CR 100 S	Widen from 2 lanes to 4 lanes	2	2031-2040	$45,137,451
4212	Avon	Dan Jones Rd from Bradford Rd to CR 300 S	Widen from 2 lanes to 4 lanes	2	2031-2040	$21,118,174
4504	Plainfield	Perimeter Pkwy NE/CR 300 S from Avon Ave to Dan Jones Rd	Widen from 2 lanes to 4 lanes	2	2031-2040	$14,975,484
4509	Plainfield	Ronald Reagan Pkwy from I-70 to Bradford Blvd	Widen from 4 lanes to 6 lanes	2	2031-2040	$24,109,585
5110	Johnson County	Smith Valley Rd from Mullinix Rd to Morgantown Rd	Widen from 2 lanes to 4 lanes	2	2031-2040	$34,143,214

5111	Johnson County	Smith Valley Rd from Morgantown Rd to Peterman Rd	Widen from 2 lanes to 4 lanes	2	2031-2040	$29,839,914
5203	Greenwood	Smith Valley Rd from SR 135 to Browning Dr	Widen from 2 lanes to 4 lanes	2	2031-2040	$62,069,110
5210	Greenwood	Smith Valley Rd from US 31 to Grassy Creek Ln	Widen from 2 lanes to 4 lanes	2	2031-2040	$37,568,146
6048*	**INDOT (Marion County)**	**I-65 North Downtown Indianapolis Bridge from Central Avenue to Fall Creek**	**Major bridge replacement with added travel lanes and associated interchange modifications**	**2**	**2031-2040**	**$878,000,000**
6172	Indianapolis DPW	16th St/Crawfordsville Rd/Holt Rd reconfiguration/roundabout	New Road 4 lanes	2	2031-2040	$45,159,662
6173	Indianapolis DPW	County Line Rd from Wood Creek Dr to SR 135	Widen from 2 lanes to 4 lanes	2	2031-2040	$30,606,179
1203	Zionsville	96th St from Zionsville Rd to Hamilton Co. line	Widen from 2 lanes to 4 lanes	3	2041-2050	$27,266,285
1208	Zionsville	Complete Bennett Pkwy from 96th St (east of Hoosier Village Dr) to 106th St	New Road 2 lanes	3	2041-2050	$30,835,881
2108	Hamilton County	146th St from SR 37 to Boden Rd	Widen from 4 lanes to 6 lanes	3	2041-2050	$83,105,050
2120	Hamilton County	146th St & Gray Rd	New/Modified Arterial Interchange	3	2041-2050	$155,697,652
2306	Fishers	Allisonville Rd from 131st St to 146th St	Widen from 2 lanes to 4 lanes	3	2041-2050	$31,488,027
2402	Westfield	161st St from Farr Hills Dr to Spring Mill Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	$36,526,441
2502	Noblesville	Allisonville Rd from 146th St to Greenfield Ave	Widen from 2 lanes to 4 lanes	3	2041-2050	$150,001,697
3308	McCordsville	Mt. Comfort Rd/CR 600 W from CR 900 N to CR 800 N	Widen from 2 lanes to 4 lanes	3	2041-2050	$35,836,714
4207	Avon	Avon Ave from Northfield Dr to US 36	Widen from 2 lanes to 4 lanes	3	2041-2050	$83,104,063
4210	Avon	Dan Jones from CR 100 N to Northfield Dr.	Widen from 2 lanes to 4 lanes	3	2041-2050	$39,604,485
5207	Greenwood	Main St from Graham Rd to Combs Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	$12,970,010
5208	Greenwood	Main St from Combs Rd to Five Points Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	$21,016,676
6102	Indianapolis DPW	79th St from Fall Creek Rd to Sunnyside Rd	Widen from 2 lanes to 4 lanes	3	2041-2050	$41,499,100
6162	Indianapolis DPW	New road from SR 67/Kentucky Ave to Mooresville Rd	New Road 4 lanes	3	2041-2050	$139,850,897
6170	Indianapolis DPW	Hague Rd from 82nd St to 96th St	Widen from 2 lanes to 4 lanes	3	2041-2050	$61,447,271
1105	Boone County	CR 300 S From Whitestown limits to Hamilton County Line	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050		$147,955,098
1107	Hendricks County	Ronald Reagan Pkwy from CR 750 N to I-65	New Road 4 lanes	Illustrative: Beyond 2050		$272,945,554

1210	Zionsville	Oak St from Ford Rd to Whitestown Limits (just east of Stonegate Dr)	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$56,293,690
1301	Whitestown	New Road from CR 550 S & Perry Worth Rd to CR 575 E & CR 500 S	New Road 4 lanes	Illustrative: Beyond 2050	$41,466,223
1302	Whitestown	Whitestown Pkwy from CR 475 E to Indianapolis Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$44,605,984
1303	Whitestown	CR 575 E from CR 500 S to Albert S White Dr	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$75,395,374
2103	Hamilton County	206th St from SR 19 to Cumberland Rd	New Road 4 lanes	Illustrative: Beyond 2050	$48,370,410
2105	Hamilton County	206th St from Hague & Carrigan Rd to SR 19	New Road 4 lanes	Illustrative: Beyond 2050	$52,792,378
2106	Hamilton County	Olio Rd from 146th St to SR 38	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$48,302,637
2107	Hamilton County	Olio Rd from SR 38 to SR 32	New Road 4 lanes	Illustrative: Beyond 2050	$70,389,837
2113	Hamilton County	206th St from Cumberland Rd to SR 37	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$63,715,789
2114	Hamilton County	206th St from SR 37 to Olio Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$56,663,655
2115	Hamilton County	256th St from SR 19 to Mt Pleasant Rd	New Road 4 lanes	Illustrative: Beyond 2050	$58,677,376
2116	Hamilton County	Olio Rd from SR 32 to 206th St	New Road 4 lanes	Illustrative: Beyond 2050	$122,812,348
2117	Hamilton County	Olio Rd from 206th St to Strawtown Ave	New Road 4 lanes	Illustrative: Beyond 2050	$80,072,139
2118	Hamilton County	Olio Rd from Strawtown Ave to SR 37/213	New Road 4 lanes	Illustrative: Beyond 2050	$121,784,939
2305	Fishers	96th St from Cumberland Rd to Mollenkopf Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$18,304,317
2308	Fishers	Lantern Rd from 96th St to 106th St	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$83,105,050
2309	Fishers	126th St from Cyntheanne Rd to Southeastern Pkwy & Florida Rd	New Road 2 lanes	Illustrative: Beyond 2050	$46,981,353
2403	Westfield	161st St from Union St to Gray Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$55,833,508
2405	Westfield	Spring Mill Rd from 146th St to SR 32	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$85,307,814
2410	Westfield	161st St from Spring Mill Rd to Towne Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$61,085,623
2433	Westfield	Spring Mill Rd from SR 32 to 191st St	Widen from 2 lanes to 3 lanes	Illustrative: Beyond 2050	$24,583,840
2441	Westfield	Wheeler Rd from Tournament Trail to 186th St	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$17,622,117
2503	Noblesville	191st St from Little Chicago Rd to Moontown Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$66,822,674
2504	Noblesville	Boden Rd from 156th St to SR 38	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$81,831,063
2505	Noblesville	Little Chicago Rd from SR 38 to Carrigan Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$112,702,645

2511	Noblesville	146th St from Olio Rd to Atlantic Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$144,149,576
2512	Noblesville	141st St from Prairie Baptist Rd to Cyntheanne Rd	New Road 2 lanes	Illustrative: Beyond 2050	$36,970,281
3107	Hancock County	CR 300 N from CR 500 W to CR 400 W	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$48,967,654
3110	Hancock County	CR 200 W from CR 300 N to US 40	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$18,579,974
3113	Hancock County	CR 300 N from CR 400 W to SR 9	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$188,627,529
3306	McCordsville	CR 800 N & CR 600 W to CR 500 W (1,300' south of CR 900 N)	New Road 2 lanes	Illustrative: Beyond 2050	$36,122,425
3307	McCordsville	Mt. Comfort Rd/CR 600 W from CR 1000 N to CR 900 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$39,513,475
3309	McCordsville	Mt. Comfort Rd/CR 600 W from CR 800 N to CR 750 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$24,544,793
3311	McCordsville	Mt. Comfort Rd/CR 600 W from CR 700 N to CR 600 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$41,536,530
3313	McCordsville	Mt. Comfort Rd/CR 600 W from Aurora Way to CR 500 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$18,442,308
4006	INDOT (Hendricks)	I-70 from 0.76 mi W of SR 39 to SR 267	Widen from 4 lanes to 6 lanes	Illustrative: Beyond 2050	$78,336,774
4107	Hendricks County	New road from Miles Rd & US 40 to CR 300 E & CR 350 S	New Road 2 lanes	Illustrative: Beyond 2050	$47,679,991
4108	Hendricks County	CR 100 N from CR 200 E to CR 500 E	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$89,450,327
4109	Hendricks County	CR 100 S from CR 300 E to CR 400 E	New Road 2 lanes	Illustrative: Beyond 2050	$9,295,996
4111	Hendricks County	CR 200 N from CR 225 E to CR 475 E	New Road 2 lanes	Illustrative: Beyond 2050	$39,937,438
4112	Hendricks County	CR 200 N from CR 600 E to Avon Ave	New Road 2 lanes	Illustrative: Beyond 2050	$27,542,777
4113	Hendricks County	CR 200 S from CR 225 E to CR 300 E	New Road 2 lanes	Illustrative: Beyond 2050	$16,389,227
4114	Hendricks County	CR 500 N from CR 500 E to CR 400 E	New Road 2 lanes	Illustrative: Beyond 2050	$18,649,526
4115	Hendricks County	CR 750 S from CR 375 E to CR 525 E	New Road 2 lanes	Illustrative: Beyond 2050	$34,915,463
4116	Hendricks County	CR 950 N from CR 800 E to CR 925 E	New Road 2 lanes	Illustrative: Beyond 2050	$25,940,019
4117	Hendricks County	CR 300 E from CR 350 S to CR 200 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$85,874,944
4118	Hendricks County	Hendricks County Rd from CR 525 E to CR 925 E	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$93,477,770
4120	Hendricks County	CR 300 E from CR 400 N to Pittsboro (CR 375 E)	New Road 2 lanes	Illustrative: Beyond 2050	$53,458,139
4121	Hendricks County	CR 900 N from CR 275 E to CR 500 E	New Road 2 lanes	Illustrative: Beyond 2050	$33,814,081
4123	Hendricks County	CR 200 N from Washington St to CR 100 E	New Road 2 lanes	Illustrative: Beyond 2050	$17,819,380

4202	Avon	CR 200 N (21st St) from Dan Jones Rd to Ronald Reagan Pkwy	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$67,221,802
4205	Avon	Avon Ave from CR 100 S to US 36	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$39,910,808
4211	Avon	New Road from Bradford Rd & Dan Jones Rd/CR 800 E to Oriole Way/ CR 150 S & Turner Trace Pl	New Road 2 lanes	Illustrative: Beyond 2050	$40,063,069
4401	Danville	Extend Lincoln St from Clear Creek Dr to US 36 & CR 200 W and from Tennessee St to US 36 & Main St	New Road 2 lanes	Illustrative: Beyond 2050	$93,198,315
4505	Plainfield	Perimeter Pkwy SW/CR 600 S from Center St to Moon Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$33,066,128
4506	Plainfield	Perimeter Pkwy NW/Gibbs Rd from Vestal Rd to Saratoga Pkwy	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$21,674,218
4507	Plainfield	Perimeter Pkwy SW/Moon Rd from US 40 to Hadley Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$25,759,196
4510	Plainfield	New Road from Miles Rd & CR 600S to CR 525 E & CR 700 S	New Road 2 lanes	Illustrative: Beyond 2050	$35,137,384
4511	Plainfield	New Road from US 40/Main St & Quaker Blvd to Township Line Rd/ CR 300 S & Bluewood Way	New Road 4 lanes	Illustrative: Beyond 2050	$77,261,148
4512	Plainfield	New Road 1A from Quaker Blvd & CR 750 S to 1 mile south, then 1.5 miles east to SR 1025 E	New Road 4 lanes	Illustrative: Beyond 2050	$95,959,990
4513	Plainfield	New Road 1B from 2,600 feet south of SR 800 S & SR 1025 E, northeast to CR 800 S (200 feet east of CR 1050 E), with a midpoint connector to Heartland Blvd & SR 67	New Road 4 lanes	Illustrative: Beyond 2050	$24,978,365
4514	Plainfield	New Road 1C from CR 825 E & Hendricks County Rd/CR 1400 N, northeast to a proposed intersection for New Road 1A	New Road 4 lanes	Illustrative: Beyond 2050	$35,441,497
4601	Pittsboro	Jeff Gordon Blvd from I-74 to Wall St/CR 750 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$13,200,149
4602	Pittsboro	Jeff Gordon Blvd from I-74 to CR 850 N	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$10,635,737
4603	Pittsboro	Mitchell Ave from US 136/Main St to Jeff Gordon Blvd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$11,433,006
4604	Pittsboro	New Road #4 from 2,600 feet south of CR 900 N & Jeff Gordon Blvd to the west 2,300 feet	New Road 2 lanes	Illustrative: Beyond 2050	$8,153,517
4605	Pittsboro	New Road #1 from US 136 (E of Brooks Way) to CR 375 E (E of CR 250 E)	New Road 2 lanes	Illustrative: Beyond 2050	$16,159,087
4606	Pittsboro	New Road #2 from center of New Road #1 to CR 375 E (2,300 ft east of CR 250 E)	New Road 2 lanes	Illustrative: Beyond 2050	$8,112,421
4607	Pittsboro	New Road #3 from US 136 & Mitchell Ave to CR 651 N & Maple St	New Road 2 lanes	Illustrative: Beyond 2050	$18,485,141
4608	Pittsboro	New Road #5 from western end of New Road #4 to the west 1,600 feet	New Road 2 lanes	Illustrative: Beyond 2050	$6,460,347
4609	Pittsboro	New Road #6 from 3,900 feet west of CR 900 N & Jeff Gordon Blvd, south 2,600 feet to New Road #5	New Road 2 lanes	Illustrative: Beyond 2050	$10,323,404
5103	Johnson County	Clark School Rd from Franklin Rd/ CR 440 E to east of Harvey Road/ CR 600 E	New Road 2 lanes	Illustrative: Beyond 2050	$36,090,819

5104	Johnson County	CR 144 from I-69 to Whiteland Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$113,590,326
5109	Johnson County	CR 450 E from Greensburg Rd, south to Old US 31	New Road 2 lanes	Illustrative: Beyond 2050	$24,213,973
5113	Johnson County	Whiteland Rd from Saddle Club Rd to SR 135	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$31,471,589
5114	Johnson County	CR 144 from Whiteland Rd to SR 135	Widen from 2 lanes to 3 lanes	Illustrative: Beyond 2050	$99,001,120
5115	Johnson County	Frontage Rd from Stones Crossing Rd to Olive Branch Rd & Mullinix Rd	New Road 2 lanes	Illustrative: Beyond 2050	$39,559,352
5116	Johnson County	Mullinix Rd from Smith Valley Rd to Wakefield Rd/Bluff Rd	New Road 2 lanes	Illustrative: Beyond 2050	$40,816,900
5205	Greenwood	Stones Crossing Rd from Honey Creek Rd to SR 135	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$31,685,290
5206	Greenwood	Stones Crossing Rd/Worthsville Rd from Averitt Rd to Honey Creek Rd	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$17,720,748
5301	Whiteland	New Road from CR 400 N/Paul Hand Blvd & US 31 to CR 500 N & CR 300 E	New Road 2 lanes	Illustrative: Beyond 2050	$150,938,694
6121	Indianapolis DPW	Southport Rd from Mann Rd to I-69	Widen from 2 lanes to 4 lanes	Illustrative: Beyond 2050	$99,091,532
6136	Indianapolis DPW	New road from Mooresville Rd to Mann Rd	New Road 4 lanes	Illustrative: Beyond 2050	$124,727,438
6168	Indianapolis DPW	Henry St from Kentucky Ave to Drover St (across White River)	New Road 2 lanes	Illustrative: Beyond 2050	$100,332,642
6171	Indianapolis DPW	86th St from Center Run Dr to Masters Rd/Craig St	New Road 2 lanes	Illustrative: Beyond 2050	$21,920,796

Indianapolis Metropolitan Planning Organization

Metropolitan Transportation Plan System Performance Report

2026-Q1 | January 26, 2026

Prepared by:
Indianapolis Metropolitan Planning Organization
200 East Washington Street, Suite 2322
Indianapolis, Indiana 46204
317-327-5136 | www.IndyMPO.gov

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1. Purpose

Updates or amendments to Metropolitan Transportation Plans (MTPs) for metropolitan planning organizations (MPOs) must incorporate a System Performance Report that addresses federal transportation performance management measures and related information.

Transportation performance management requirements can be found in the Code of Federal Regulations (CFR), Title 23 Parts 450 and 490, and Title 49 Parts 625 and 673.

2. Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)[1]. This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the IMPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its MTP. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

In February 2022 an agreement was executed between the Indiana Department of Transportation (INDOT), the Indianapolis MPO (IMPO), and the Indianapolis Public Transportation Corporation (IndyGo) to establish planning roles and responsibilities for communication and coordination between the agencies.

The IMPO's CIRLCE 2050 MTP was proposed for adoption on December 4, 2024. Per the Planning Rule, the System Performance Report for the IMPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

[1] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

3. Highway Safety Measures (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures[2] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The IMPO approved safety performance targets on December 4, 2024. The IMPO is expressly supporting the statewide targets developed by INDOT. **The following data information is for the entire state.**

INDOT's actual recorded data and future safety targets based on five-year rolling averages are:

Measure	5-Year Average Actual					
	2014 - 2018	2015 - 2019	2016 - 2020	2017 - 2021	2018 - 2022	2019 - 2023
Number of fatalities	833.4	846.4	862.4	883	895	894.2
Rate of fatalities (per 100 million VMT)	1.03	1.038	1.064	1.101	1.068	1.088
Number of serious injuries	3,375.3	3,319.8	3,293.4	3,295.4	3,306.4	3,348.1
Rate of serious injuries (per 100 million VMT)	4.173	4.07	4.06	4.112	3.889	3.732
Number of non-motorized fatalities and serious injuries	383.8	376.8	380.2	395	400.2	401.2

Measure	5-Year Average Targets		Future 5-Year Average Targets		
	2015 - 2019 Targets	2017 - 2021 Targets	2020 - 2024 Targets	2021 - 2025 Targets	2022 - 2026 Targets
Number of fatalities	889.6	817.3	876.3	812.4	794.7
Rate of fatalities (per 100 million VMT)	1.087	1.006	1.072	1.009	0.992
Number of serious injuries	3,501.9	3,311.4	3,281.1	3,031.9	2,965.5
Rate of serious injuries (per 100 million VMT)	4.234	4.088	3.987	3.402	3.702
Number of non-motorized fatalities and serious injuries	393.6	393.6	399.6	363.4	462.96

In support of the statewide safety targets, the IMPO has created tools and programs to support safer transportation facilities. These resources and plans are available for viewing at www.indympo.gov.

[2] 23 CFR Part 490, Subpart B

The IMPO has, for several years, supported a regional **Crash Dashboard**. Data in this dashboard comes from the Indiana Automated Reporting Information Exchange System (ARIES) database. ARIES contains traffic reports from police enforcement statewide. Since 2017 the IMPO has cleaned up the locations of fatal and incapacitating injury crashes to support more accurate analysis.

- As of this report, incapacitating injury and fatal crash records from 2012-November 2024 have been cleaned. The ARIES data for future years will be cleaned up as necessary and added as available.
- The crash dashboard has become a key reference in the region for news agencies and safety advocacy groups. The dashboard currently displays crash data from 2015 – November 2024.

The 2024 Safe Streets and Roads for All **Safety Action Plan** approved in June 2024. It consists of several components: goal setting, safety analysis, public engagement, equity analysis, policy and process proposals, and progress reporting. This Safety Action Plan represents the beginning of a more concentrated effort to improve safety in the Central Indiana MPA, and provides a foundation for the IMPO to pursue supplemental planning work on this topic. The plan will be updated annually throughout the life of the 5-year federal program to better understand the issues facing our region.

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

The IMPO is currently in the process of a full update for the regional Safety Action Plan and update to the High Injury Network, expected to be complete by the end of 2026.

The IMPO completed 24 **Road Safety Audits** (RSAs) at high crash intersection locations in 2019. In 2023 the IMPO completed an **Intersection Safety Study** focused on 19 high-crash locations, among them 5 high-priority pedestrian and bicycle locations.

Crash data is a factor for prioritizing need for the **Regional Pedestrian Plan** and a focus for analysis and recommendations in the **Regional Bikeways Plan**. The Central Indiana Regional Active Transportation Plan was approved in May 2024. The IMPO is currently in procurement for the next update to the Regional Active Transportation Plan, expected to be complete by end of 2026.

The IMPO's Transportation Policy Committee adopted an updated **Vision Zero** statement on August 17, 2022 which set a goal of reducing fatal and serious crashes by 35% by 2040. An Annual Safety Report shows progress toward that goal.

The IMPO ran a targeted outreach campaign against distracted driving during the summer of 2022. The call to action, **EYES UP, JUST DRIVE**, was directed at drivers on billboards, IndyGo bus tails, the radio, print in Indianapolis Recorder and La Voz, and on social media. From June 1 - August 31, Spotify ads reached 404k users and radio spots played on Radio Latina and Urban One.

The **CIRCLE 2050 MTP** (a major MTP update approved December 2024) supports improved transportation safety:

- through goals, objectives, and strategies, including:
  - Goal 7: Improve Safety for Travelers System-Wide Especially in Higher Crash and Hazardous Areas
    - Objective: Reduce serious and fatal crashes by 35% by 2040 (per regional Vision Zero commitment).
  - Goal 8: Create Safe and Comfortable Mobility Options for All by Promoting Good Design Practices
    - Objective: Advance the influence of safe street design throughout the region
- by awarding points during project selection to capacity expansion projects that are on the High Injury Network and/or intend to include proven safety countermeasures in their project design, and
- by incorporating by reference the Indiana statewide safety trends and targets.

The **IMPO's Transportation Improvement Program** (TIP) supports improved transportation safety by providing funding for projects that improve safety across the region. The TIP funds a certain number of projects within the Highway Safety Improvement Program (HSIP) which can be used only for projects and plans that improve the safety of the network, including roundabouts, signage projects, and safety studies. The TIP Also funds projects through the Transportation Alternatives Program (TAP) program which funds projects like trails or streetscape improvements, which provide safe facilities for pedestrians and cyclists. Projects funded through the Surface Transportation Block Grant (STBG) program are required to follow a Complete Streets Policy help to support the needs of all road users.

4. Pavement and Bridge Condition Measures (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The IMPO approved pavement and bridge condition targets on December 2, 2022. The IMPO is expressly supporting the statewide target developed by INDOT. **The following data information is for the entire state.**

INDOT's actual reported data and future statewide pavement and bridge targets (based on a certified Transportation Asset Management Plan) are:

Measure	Actual Reported Numbers							
	2017	2018	2019	2020	2021	2022	2023	2024
% of Interstate Pavements in Good Condition	73.60%	67.30%	56.50%	70.10%	73.20%	73.20%	69.10%	65.40%
% of Interstate Pavements in Poor Condition	0.40%	0.20%	0.50%	0.30%	0.40%	0.50%	0.40%	0.60%
% of non-Interstate NHS Pavements in Good Condition	44.30%	43.90%	44.80%	54.20%	61.00%	57.60%	50.90%	48.40%
% of non- Interstate NHS Pavements in Poor Condition	2.30%	1.90%	0.90%	0.70%	0.40%	0.60%	0.80%	0.90%
% of NHS bridges by deck area classified as in Good condition	50.00%	49.70%	48.00%	49.90%	50.50%	53.60%	54.50%	N/A
% of NHS bridges by deck area classified as in Poor condition	2.30%	2.00%	2.60%	1.90%	2.30%	1.90%	1.60%	N/A

Measure	2018-2022 Targets		2022 - 2026 Targets	
	2 yr Target	4 yr Target	2 yr Target	4 yr Target
% of Interstate Pavements in Good Condition	N/A	50.00%	60.00%	62.00%
% of Interstate Pavements in Poor Condition	N/A	0.80%	1.00%	1.00%
% of non-Interstate NHS Pavements in Good Condition	78.70%	40.00%	50.00%	48.00%
% of non- Interstate NHS Pavements in Poor Condition	3.10%	3.10%	1.50%	1.50%
% of NHS bridges by deck area classified as in Good condition	48.30%	47.20%	49.00%	47.50%
% of NHS bridges by deck area classified as in Poor condition	2.60%	3.10%	3.00%	3.00%

These performance measures apply only to Interstates and the NHS. The IMPO supports regional pavement and bridge conditions in the following ways:

- The IMPO collects pavement and bridge ratings annually from each of our LPAs and tracks and analyzes trends over time. The IMPO completed an Asset Management Report in 2021 which provided an analysis of the pavement and bridge conditions in the region.
- The **CIRCLE 2050 MTP** supports pavement and bridge conditions:
    - through goals and objectives, including:
        - Goal 9: Preserve the Existing Transportation System
            - Objective: Reduce the percentage of the transportation network and/or assets in poor condition.
        - Goal 10: Promote the Resilience of the Transportation System
            - Objective: Prioritize maintenance on the critical roadways that are most vulnerable to extreme events.
    - by incorporating by reference the Indiana statewide pavement and bridge condition trends and targets.

- The TIP supports pavement and bridge conditions through an allocation goal of approximately 36% toward Road and Road Geometry (redesign and reconstruction) and Intersection improvement projects, and 20% toward bridge preservation during each call for projects. Through its selection criteria, the TIP call for projects prioritizes, among other factors, road pavements and bridges that have the highest need. Funds for road and bridge condition are primarily through the Surface Transportation Block Grant (STBG) program.

5. System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on non-Interstate highways that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability on Interstates (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (PM2.5, PM10,NOx, CO, and VOC) for CMAQ funded projects.

The IMPO is currently in CMAQ attainment and no longer needs to set Indianapolis specific targets for the three CMAQ performance measures, <u>therefore PHED and Non-SOV measures are not shown in the tables below</u>. The IMPO is supporting the INDOT targets for all of the PM3 targets.

The IMPO approved system performance, freight, and congestion mitigation & air quality improvement program targets on December 7, 2022. The IMPO is expressly supporting the statewide target developed by INDOT. **<u>The following data information is for the entire state.</u>**

The statewide PM3 actual and target data are:

Performance Measure	2021	2022	2023	2024	2-Year Target (2024)	4 Year Target (2026)

Interstate % of Person-Miles Reliable (LOTTR)	94.30%	93.70%	94.20%	98.10%	93.00%	93.50%
Non-Interstate Highway % of Person-Miles Reliable (LOTTR)	96.70%	96.70%	97.60%	99.10%	93%	93.50%
Interstate Truck Travel Time Reliability Index (TTTR)	1.26	1.24	1.21	1.28	1.27	1.30

Performance Measure	2021 Baseline (4-year Cumulative)	2022 (kg/day reduction)	2023 (kg/day reduction)	2024 (kg/day reduction)	2-Year Target (2024) (kg/day reduction)	4 Year Target (2026) (kg/day reduction)
Total Emission Reductions: PM 2.5	168.33 Kg	0.02	1.79	4.02	3.00	4.00
Total Emission Reductions: PM 10	192.48 Kg	0.01	0.21	0.04	0.02	0.03
Total Emission Reductions: NOx	3.484.76 Kg	4.87	54.41	971.57	690.00	725.00
Total Emission Reductions: CO	3,562.76 Kg	11.43	457.68	548.48	330.00	520.00
Total Emission Reductions: VOC	1010.32 Kg	1.00	34.62	607.94	590.00	600.00

The NHPP and NHFP performance measures apply only to Interstate and Non-Interstate NHS transportation facilities. The CMAQ performance measures apply only to CMAQ non-attainment areas. The IMPO supports regional system performance, freight, and congestion mitigation & air quality improvement in the following ways:

- The **CIRCLE 2050 MTP** supports these performance measures:
  - through goals and objectives, including:
    - Goal 1: Enhance Transportation Options and Choices for All Users
      - Objective: Increase travel choices to ensure that increasingly more of the population has access to multiple modes of travel.
    - Goal 2: Implement Strategies that Address Congested Roadway Segments
      - Objective: Maintain (or improve) travel reliability (requires a baseline and could include a “target”)
    - Goal 3: Provide Equitable Access to Affordable and Reliable Transit and Non-Motorized Travel Options
      - Objective: Prioritize travel choice in areas with concentrations of traditionally underserved and Justice 40 communities.
    - Goal 5: Ensure Efficient Movement of Goods and Freight
      - Objective: Improve the performance of designated freight corridors.
    - Goal 11: Minimize Negative Impacts of the Transportation System on the Natural Environment, Air Quality, and Climate
      - Objective: Reduce greenhouse gas (GHG) emissions, particulate pollution, and land consumption of transportation infrastructure to mitigate negative health and environmental impacts.
  - by including a Congestion Management Process,

    - by awarding points during project selection to capacity expansion projects that reduce congested lane miles, reduce vehicle hours of delay, or improve a roadway on the identified regional freight network, and
    - by incorporating by reference the Indiana statewide trends and targets.
- The Central Indiana Regional Active Transportation Plan supports these measures by prioritizing areas and projects of highest need to provide more options and use of non-motorized transportation options.
- The IMPO's Complete Streets Policy requires projects receiving STBG or TAP funding through the IMPO to incorporate facilities for pedestrians and/or bicyclists to ensure the continued development of a non-motorized transportation system.
- The TIP makes significant investments in reducing congestion and improving air quality during each call for projects. The Congestion Mitigation and Air Quality (CMAQ) program is the second largest program during a call for projects. Funds can only be used on projects that improve air quality often by reducing congestion. Projects might include roundabouts that ease congestion, air quality outreach campaigns such as Knozone, or encouraging mode shift by funding bus purchases.

6. Transit Asset Management Measures

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

The FTA TAM Performance Measures include:

1. **Equipment** – Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. **Rolling Stock** – Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. **Infrastructure** – Percentage of track segments with performance restrictions
4. **Facilities** – Percentage of facilities within an asset class rated below condition 3 on the TERM scale

The Indianapolis Public Transportation Corporation (aka IndyGo) coordinates the TAM for Central Indiana as a Tier I agency. There are additional Tier II agency subrecipients that qualify and IndyGo is the Group TAM sponsor for those agencies. The IMPO participated in the development of the TAM and supports the targets developed by IndyGo.

INDOT creates the TAM for subrecipients outside of the IMPO's Urbanized Area, which include Boone County, Shelby County, and Hendricks County.

This performance measures applies to transportation facilities operated and maintained by IndyGo and other transit providers. The IMPO supports transit asset management by:

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

7. Transit Safety Performance

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASP s is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

The Indianapolis Public Transportation Corporation (aka IndyGo) develops the PTASP. The IMPO participated in the development of the PTASP and supports the targets developed by IndyGo.

This performance measure applies only to assets operated and maintained by IndyGo and other transit providers.

Transportation Conformity Determination Report

Central Indiana

Boone, Hamilton, Hancock, Hendricks,
Johnson, Madison, Marion, Morgan, and Shelby Counties

– Indianapolis Metropolitan Planning Organization –
– Indiana Department of Transportation –

2026-Q1 | January 26, 2026

-- DRAFT --

Prepared by:
Indianapolis Metropolitan Planning Organization
200 East Washington Street, Suite 2322
Indianapolis, Indiana 46204
317-327-5136 | https://indympo.gov/

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1. Overview

As part of its transportation planning process, the Indianapolis Metropolitan Planning Organization (IMPO) completed the transportation conformity process for the Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) for the 9-county Central Indiana 1997 NAAQS region. This report documents that the following MTPs and TIPs meet the federal transportation conformity requirements in 40 CFR Part 93.

- Indianapolis Metropolitan Planning Organization (indympo.gov)
  - CIRCLE 2050 MTP (Up to and including 2025Q2 Amendment)
  - 2024-2027 IRTIP (MiTIP / alt url) (Up to and including 2025Q4S Amendment)
  - 2026-2029 IRTIP (IMPO Approved December 2025)
- Madison County Council of Governments (mccog.net)
  - 2050 In Motion MTP (Adopted October 2025)
  - 2022-2026 TIP (Current through June 2025)
  - In 2023 (most recently) the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "The IMPO and MCCOG will complete separate Transportation Conformity Determination Reports for the 1997 Ozone NAAQS."
- Columbus Area Metropolitan Planning Organization
  - In 2023 (most recently) the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "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 for air quality monitoring purposes"

2. Background

MPOs work closely with their local public agencies (cities, towns, and counties), as well as the Indiana Department of Transportation (INDOT), local transit operators, fellow MPOs, and other relevant agencies in creating their MTPs. As projects are selected for federal funding they advance to implementation, at which point they are programmed into MPOs' 4-year TIPs for study, design, and construction, provided they attain environmental permits and other necessary clearances.

3. Current Air Quality 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 NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). The United States Environmental Protection Agency's (EPA's) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The 9-county Central Indiana conformity area[1] was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and as attainment for the 2015 ozone NAAQS. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the 9-County Central Indiana conformity area LRTPs/MTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA's Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

[1] The 9-County Central Indiana conformity area includes Boone, Hamilton, Madison, Hendricks, Marion, Hancock, Morgan, Johnson, and Shelby counties.

4. Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**[2] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs/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), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for LRTPs/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. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 9-County Central Indiana conformity area can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

5. Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Indiana SIP does not include any TCMs for the 9-county Central Indiana ozone area, see also Section 7.

[2] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

6. Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted consistent with the Indiana Conformity SIP and including the following agencies: FHWA, FTA, IDEM, EPA, INDOT, IndyGo, CIRTA, City of Anderson Transit System (CATS), Indianapolis DPW, Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and Columbus Area MPO (CAMPO). In addition, the following environmental agencies were included: IDNR/SHPO, USACE, USFW, Purdue Institute for a Sustainable Future, IU Environmental Resiliency Institute, IUPUI Transportation and Autonomous Systems Institute, Keep Indianapolis Beautiful, White River Alliance, county and municipal public health departments, Indianapolis Cultural Trail / Pacers Bikeshare, Indiana Farm Bureau Policy Team, Health by Design, IUPUI Public Policy Institute, Indianapolis Historic Preservation Commission, and Drive Clean.

On January 16, 2019, as part of a previous LRTP/MTP amendment, an email was sent to ICG members stating that there are no TCMs in the Indiana SIP for the 9-county Central Indiana ozone area.

MTP Conformity

The interagency consultation group (ICG) members received an email on January 22, 2026, which included a proposed Amendment #3 to the CIRCLE 2050 MTP and a projected timeline for the approval process. Recipients were asked to provide questions and comments by January 29, 2026.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The CIRCLE 2050 MTP Amendment #3 draft and 2026-Q1 Transportation Conformity Determination Report were made available for public review and comment from February 7-17, 2026. A public hearing for these documents was held on February 18, 2026, at the Indianapolis MPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

TIP Conformity

The interagency consultation group (ICG) received an email January 22, 2026, which included proposed updated and amendments to the IMPO's IRTIP and a projected timeline for the amendment process. The ICG were asked to provide questions, comments, or their concurrence by January 29, 2026.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Proposed 2026Q1 TIP Amendments to the 2024-2027 IRTIP and the 2026-Q1 Transportation Conformity Determination Report was made available for public review and comment from February 7-17, 2026.

A public hearing for these documents was held on February 18, 2026, at the Indianapolis MPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

7. Transportation Control Measures

The Indiana SIP has no Transportation Control Measures (TCMs) for the 9-county Central Indiana ozone area.

8. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

This conformity update includes the following Non-Exempt projects, none of which will be amended into the IMPO 2050 MTP because they are outside of the Metropolitan Planning Area. The IMPO coordinated with MCCOG and CAMPO as appropriate.

- **MTP #2024; DES #2400029; INDOT (Hamilton County)**
  - SR 37 New Grade-Separated Interchanges Project from approximately 2,500 feet south of Greenfield Avenue to 2,500 feet north of SR 32/38; New interchange construction following environmental document re-evaluation.
  - Adding to Time Period 2 (2031–2040); Estimated Cost: $300.0M (total).
- **New Project: MTP #6048; DES #2100018; INDOT (Marion County)**
  - I-65 North Downtown Indianapolis Bridge from Central Avenue to Fall Creek; Major bridge replacement with added travel lanes and associated interchange modifications.
  - Adding to Time Period 2 (2031–2040); Estimated Cost: $878.0M (total).
- **MTP #4006; DES #2002959; INDOT (Hendricks County)**
  - I-70 Added Travel Lanes (ATL) from approximately 0.76 miles west of SR 39 to SR 267.
  - Adding to Existing & Committed Project List (2024-2030); Estimated Cost: $269.6M (total).

The following table summarizes planned expenditures by plan period for the IMPO in the 9-County Central Indiana conformity area. In each period, the projected revenue is above the planned costs, therefore the plan is fiscally constrained.

IMPO MTP				
Time Period	**2024-2030**	**2031-2040**	**2041-2050**	**TOTAL**
State Revenues	$5.2 B	$10.9 B	$13.9 B	**$30.1 B**
State Spending	$4.8 B	$0.3 B	$0.0 B	**$5.1 B**
Total Local Revenues	$2.1 B	$4.2 B	$5.3 B	**$11.7 B**
Local Spending	$0.5 B	$0.6 B	$1.0 B	**$2.1 B**
IndyGo Revenues	$1.4 B	$2.3 B	$2.9 B	**$6.5 B**
IndyGo Spending	$0.8 B	$0.0 B	$0.0 B	**$0.8 B**

Spending totals updated as part of the MTP Amendment described in this document.
Source: Indianapolis MPO. All figures are rounded and in billions.
Note: Some rows may not add up due to rounding.

9. Conclusion

This conformity determination process demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

The 9-County Central Indiana conformity area MTPs and TIPs demonstrate fiscal constraint per the requirements in 40 CFR 93.108.

Appendix A: Conformity Documentation Public Comments

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Transportation Conformity Determination Report was made available for public review and comment from February 7-17, 2026.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star
- posted documents to the IMPO's website
- advertised the public comment opportunity via social media accounts
- included the public comment opportunity in the bi-weekly teMPO e-newsletter

Comments / questions received during the public comment periods:

- No comments.

Comments / questions received during the public hearing:

- No comments.

Memo

To: Indianapolis MPO Transportation Committees Members

From: Kristyn Sanchez, IMPO

Date: January 28, 2026

Re: Proposed 1st Qtr. Amendments to the 2026-2029 Transportation Improvement Program

---

The IMPO is offering the attached list of proposed amendments to the 2026-2029 TIP for your review.

Proposed Q1 Amendments
The MPO received 13 INDOT amendment requests and 24 local amendment requests for IndyGo. A detailed list of all amendment requests can be found attached as Exhibits A and B.

Q1 includes non-exempt amendments. These amendments, stemming from the Metropolitan Transportation Plan (MTP), are considered regionally significant for their potential to affect air quality and require additional review steps before they are approved.

The amendments will be offered for public review and comment from February 6 to February 17, 2026. Comments will also be welcomed in person during the February 18th public hearing at the Transportation Policy Committee meeting, or two virtual pre-hearings. More information about the virtual pre-hearings is available at indympo.gov/about-us/get-involved.

Deadlines
Q2 2026 TIP amendment requests are due via MiTIP by March 19th

Please contact kristyn.sanchez@indympo.gov with any questions.

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

Resolution Number 26-IMPO-002

A RESOLUTION amending the 2026-2029 Transportation Improvement Programs (TIP).

WHEREAS, the 2026-2029 Transportation Improvement Program (TIP) incorporates projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed TIP amendments have been reviewed as to their immediate impact and importance to the continued improvement of the transportation system operating within the area; and

WHEREAS, changing conditions necessitate periodic amendments to the TIP; and

WHEREAS, the TIP is consistent with the 2050 MTP as amended; and

WHEREAS, the MPO consulted with the Interagency Consultation Group and the MPO anticipates, subsequent to Transportation Policy Committee approval, the USDOT will find that the proposed TIP amendments meet transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93; and

WHEREAS, the proposed TIP Amendments were made available for public comment and comments received were provided to the Indianapolis Transportation Policy Committee; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Transportation Policy Committee hereby approves the amendments to the 2026-2029 Transportation Improvement Program as shown on the attached Exhibit A.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 18th day of February 2026.

_____

Chair
Indianapolis MPO Transportation Policy Committee

_____

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

QUARTER Q1_NonExem, 2026 INDOT 26-04.4

ITEM 7

	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2002959	2002959,2301294,2301297,2301298,2301299,2301300,2301303,2301304,2301305,2301306,2301307,2301308,2501089	I- 70	I-70 Added Travel Lanes 0.76 mi W of SR 39 to SR 267	Added Travel Lanes	Non-Ex	$188,653,407		PE/PL	SFY 2026	NHPP	$-	$-	0%	$-	0%		
PROPOSED										PE/PL	SFY 2026	NHPP	$1,338,174	$1,204,357	90%	$133,817	10%	reinstate project and funding. ATL has been approved to move forward, DES 2401735 and related funding will be deleted.	
PRIOR										CN	SFY 2027	NHPP	$-	$-	0%	$-	0%		
PROPOSED										CN	SFY 2027	NHPP	$113,080,501	$101,772,451	90%	$11,308,050	10%		
PRIOR										CE	SFY 2027	NHPP	$-	$-	0%	$-	0%		
PROPOSED										CE	SFY 2027	NHPP	$1,540,500	$1,386,450	90%	$154,050	10%		
PRIOR										CN	SFY 2028	NHPP	$-	$-	0%	$-	0%		
PROPOSED										CN	SFY 2028	NHPP	$66,156,132	$59,540,519	90%	$6,615,613	10%		
PRIOR										CE	SFY 2028	NHPP	$-	$-	0%	$-	0%		
PROPOSED										CE	SFY 2028	NHPP	$527,100	$474,390	90%	$52,710	10%		
PRIOR	INDOT	2400029	N/A	SR 37	SR 37 Other Project Type - from 2,500ft S of Greenfield Avenue to 2,500ft N of SR 32/38Revisit the approved Environmental Document for the SR 37 corridor to evaluate the Noblesville segment.	Other Type Project (Miscellaneous)	Exempt	$3,937,660		PE/PL	SFY 2025	STPSM	$3,937,660	$3,150,128	80%	$787,532	20%		
PROPOSED					SR 37 New Interchange Project - from 2,500ft S of Greenfield Avenue to 2,500ft N of SR 32/38	New Interchange Construction	Non-Ex	$23,000,000	$19,062,340	PE/PL	SFY 2026	NHPP	$23,000,000	$18,400,000	80%	$4,600,000	20%	Added FY26 PE of $23,000,000 to 2026-2030 TIP due to project scope being defined - S Doyle 1/13/2026	
PRIOR	INDOT	2002530	2000173, 2000174, 2000175, 2000179, 2000306, 2000361, 2000404	US 31	US 31 ATL & Interchange modifications at W 106th Street & W 116th Street (LevelUp31).	Interchange Modification	Non-Ex	$81,483,256		CN	SFY 2027	NHPP	$14,750,000	$13,275,000	90%	$1,475,000	10%		
PROPOSED								$105,901,362	$24,418,106	CN	SFY 2027	NHPP	$38,852,047	$34,966,832	90%	$3,885,215	10%	Increase CN in SFY 2027.	

	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
NEW	INDOT	2100018	N/A	I- 65	I-65 N Downtown Bridge from Central Ave to Fall Creek	Bridge - Other	Non-Ex	$878,000,000	$878,000,000	PE/PL	SFY 2027	NHPP	$21,000,000	$18,900,000	90%	$2,100,000	10%	NEW PROJECT	
NEW										PE/PL	SFY 2028	NHPP	$10,000,000	$8,000,000	80%	$2,000,000	20%		
NEW										ROW	SFY 2028	NHPP	$7,000,000	$6,300,000	90%	$700,000	10%		
NEW										CN	SFY 2029	NHPP	$800,000,000	$720,000,000	90%	$80,000,000	10%		
NEW										CE	SFY 2029	NHPP	$40,000,000	$36,000,000	90%	$4,000,000	10%		

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

Resolution Number 26-IMPO-003

A RESOLUTION amending the 2026-2029 Transportation Improvement Programs (TIP).

WHEREAS, the 2026-2029 Transportation Improvement Program (TIP) incorporates projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed TIP amendments have been reviewed as to their immediate impact and importance to the continued improvement of the transportation system operating within the area; and

WHEREAS, changing conditions necessitate periodic amendments to the TIP; and

WHEREAS, the TIP is consistent with the 2050 MTP as amended; and

WHEREAS, the MPO consulted with the Interagency Consultation Group and the MPO anticipates, subsequent to Transportation Policy Committee approval, the USDOT will find that the proposed TIP amendments meet transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93; and

WHEREAS, the proposed TIP Amendments were made available for public comment and comments received were provided to the Indianapolis Transportation Policy Committee; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Transportation Policy Committee hereby approves the amendments to the 2026-2029 Transportation Improvement Program as shown on the attached Exhibit B.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 18th day of February 2026.

_____

Chair
Indianapolis MPO Transportation Policy Committee

_____

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT B

QUARTER Q1, 2026 INDOT 26-04.3

ITEM 7

	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	1900364	N/A	SR 144	SR 144 & Pennington Rd Intersection Improvement	Intersect. Improv. W/ Added Turn Lanes	Exempt	$3,977,699		ROW	SFY 2027	HSIP-ST	$600,000	$540,000	90%	$60,000	10%		
PROPOSED								$4,869,901	$892,202	ROW	SFY 2028	HSIP-ST	$600,000	$540,000	90%	$60,000	10%	Increasing CN by $892,202 and move from SFY 2031 to 2028.	
PRIOR										CN	SFY 2031	HSIP-ST	$2,616,524	$2,354,872	90%	$261,652	10%		
PROPOSED										CN	SFY 2028	HSIP-ST	$3,508,726	$2,806,981	80%	$701,745	20%		
PRIOR	INDOT	2002581	2400671	I- 65	Interchange Modification From 0.35 mi S of I-465 N Jct to I-465 N Jct	Interchange Modification	Exempt	$11,262,206		-	-	-	$-	$-	-	-	-		
PROPOSED								$28,269,107	$17,006,901	CN	SFY 2028	NHPP	$12,500,000	$11,250,000	90%	$1,250,000	10%	des 2002581 program year changed to 2028; added FY28 CN of $12,500,000 & updated FY29 CN to $6,773,724 for CN split; des 2400671 added with FY29 CN of $6,653,335 - S Doyle 12/10/2025	
PRIOR										CN	SFY 2029	NHPP	$8,920,158	$8,028,142	90%	$892,016	10%		
PROPOSED										CN	SFY 2029	NHPP	$13,427,059	$12,084,354	90%	$1,342,705	10%		
PRIOR	INDOT	2100584	N/A	SR 32	Bridge Rehabilitation on SR32	Bridge Painting	Exempt	$745,200		CN	SFY 2026	STPSM	$745,200	$596,160	80%	$149,040	20%		
PROPOSED								$2,730,000	$1,984,800	CN	SFY 2029	STPSM	$2,730,000	$2,184,000	80%	$546,000	20%	Increase CN from $745,200 to $2,730,000 and move from SFY 2026 to 2029.	
PRIOR	INDOT	2301114	2300893, 2300892	I- 74	Interstate preventative maintenance HMA overlay with two bridge deck overlays	HMA Overlay, Preventive Maintenance	Exempt	$28,737,105		CN	SFY 2028	NHPP	$25,837,105	$23,253,394	90%	$2,583,711	10%		
PROPOSED			2300893, 2300892					$0	$-28,737,105	-	-	-	$-	$-	-	-	-	Project eliminated per approved Change Management;	
PRIOR										PE/PL	SFY 2025	NHPP	$2,900,000	$2,610,000	90%	$290,000	10%		
PROPOSED													$-		0%	$-	0%		

	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2200003	2200003, 2200001, 2200002, 2200004, 2200005, 2200006		District Signing Project (Various Locations in District)	Signing Installation / Repair	Exempt	$8,310,440		CN	SFY 2027	NHPP	$6,706,498	$5,365,198	80%	$1,341,300	20%		
PROPOSED								$11,322,942	$3,012,502	CN	SFY 2027	NHPP	$9,719,000	$7,774,000	80%	$1,945,000	20%	Stage 2 estimates received; approximate total of FY27 CN increased from $6,707,000 to $9,719,000; includes all District des numbers - S Doyle 1/5/2026	
PRIOR	INDOT	2401735	2301294, 2301297, 2301298, 2301299, 2301300, 2301303, 2301304, 2301305, 2301306, 2301307, 2301308	I- 70	I-70 Pavement Replacement 0.76 mi W of SR 39 to SR 267	Pavement Replacement	Exempt	$141,625,774		PE/PL	SFY 2026		$1,338,174	$-	0%	$1,338,174	100%		
PROPOSED										PE/PL	SFY 2026		$-	$-	0%	$-	0%	delete project and funding. ATL has been approved to move forward - reinstate DES 2002959, delete preservation only DES 2401735 and related funding.	REMOVE FROM TIP
PRIOR										CN	SFY 2027	NHPP	$113,640,501	$102,276,451	90%	$11,364,050	10%		
PROPOSED										CN	SFY 2027	NHPP	$-	$-	0%	$-	0%		
PRIOR										CE	SFY 2027	NHPP	$2,067,600	$1,860,840	90%	$206,760	10%		
PROPOSED										CE	SFY 2027	NHPP	$-	$-	0%	$-	0%		
PRIOR										CN	SFY 2028	NHPP	$23,079,499	$20,771,549	90%	$2,307,950	10%		
PROPOSED										CN	SFY 2028	NHPP	$-	$-	0%	$-	0%		
NEW	INDOT	2400738	N/A		Pavement Marking Project - Various Locations in the Greenfield District	Pavement Markings	Exempt	$560,000	$560,000	CN	SFY 2029	STPSM	$560,000	$448,000	80%	$112,000	20%	NEW PROJECT	
NEW	INDOT	2401846	2401847,2401848,2401849,2401850,2401851		Statewide Signing Project (New/Modernized)	Signing Installation / Repair	Exempt	$1,013,000	$1,013,000	PE/PL	SFY 2026		$193,000	$-	0%	$193,000	100%	NEW PROJECT	
NEW										CN	SFY 2028	STPSM	$820,000	$656,000	80%	$164,000	20%		
NEW	INDOT	2401226	2401225,2401473	US 52	District Bridge Project with two bridge replacements & one small structures & drains construction	Br Repl, Cont. Pres. Conc. Box Beam	Exempt	$5,377,000	$5,377,000	PE/PL	SFY 2027	STPSM	$692,000	$554,000	80%	$138,000	20%	NEW PROJECT	
NEW										CN	SFY 2029	STPSM	$4,685,000	$3,748,000	80%	$937,000	20%		
NEW	INDOT	2401177	N/A	SR 19	District Bridge Project (Rehabilitation) SR 19 bridge over Cicero Creek (Morse Res)	Bridge Painting	Exempt	$427,000	$427,000	PE/PL	SFY 2027	NHS	$97,000	$78,000	80%	$19,000	20%	NEW PROJECT	

LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
NEW									CN	SFY 2029	NHS	$330,000	$264,000	80%	$66,000	20%		

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	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
NEW	IndyGo	IND-26-250	N/A		2025 Mobility Management activities awarded to subrecipients	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2026	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-27-256	N/A		2027 Mobility Management activities awarded to subrecipients	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2027	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-28-250	N/A		2028 IndyGo Mobility Management for 3 years	Transit Enhancement Capital Projects	Exempt	$300,000	$300,000	CN	SFY 2028	SEC5307	$300,000	$240,000	80%	$60,000	20%	NEW PROJECT	
NEW	IndyGo	IND-28-258	N/A		2028 Mobility Management activities awarded to subrecipients	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2028	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-29-626	N/A		2029 Mobility Management activities awarded to subrecipients	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2029	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-26-251	N/A		2025 Subrecipient Operating (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2026	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-27-255	N/A		2027 Subrecipient Operating (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2027	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-28-257	N/A		2028 Subrecipient Operating (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2028	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-29-261	N/A		2029 Subrecipient Operating (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2029	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-26-252	N/A		2025 Subrecipient Equipment (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2026	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-27-253	N/A		2027 Subrecipient Equipment (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2027	SEC5310	$40,000	$40,000	80%	$0	0%	NEW PROJECT	
NEW	IndyGo	IND-28-255	N/A		2028 Subrecipient Equipment (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2028	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-29-259	N/A		2029 Subrecipient Equipment (5310)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2029	SEC5310	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	

	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
NEW	IndyGo	IND-26-253	N/A		2025 Subrecipient Equipment (5339)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2026	SEC5339	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-27-254	N/A		2027 Subrecipient Equipment (5339)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2027	SEC5339	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-28-256	N/A		2028 Subrecipient Equipment (5339)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2028	SEC5339	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-29-260	N/A		2029 Subrecipient Equipment (5339)	Transit Enhancement Capital Projects	Exempt	$50,000	$50,000	CN	SFY 2029	SEC5339	$50,000	$40,000	80%	$10,000	20%	NEW PROJECT	
NEW	IndyGo	IND-26-254	N/A		Bus Replacement of up to 14 existing IndyGo vehicles	Transit Enhancement Capital Projects	Exempt	$18,433,957	$18,433,957	CN	SFY 2026	SEC5339	$18,433,957	$14,747,166	80%	$3,686,791	20%	NEW PROJECT	
NEW	IndyGo	IND-26-255	N/A		2027 Rehab/Renovation Facility Funding	Transit Enhancement Capital Projects	Exempt	$3,209,584	$3,209,584	PE/PL	SFY 2026	SEC5307	$3,209,584	$2,567,667	80%	$641,917	20%	NEW PROJECT	
NEW	IndyGo	IND-26-257	N/A		2027 Rehab/Renovation Facility Funding	Transit Enhancement Capital Projects	Exempt	$1,700,798	$1,700,798	PE/PL	SFY 2026	SEC5339	$1,700,798	$1,360,638	80%	$340,160	20%	NEW PROJECT	
NEW	IndyGo	IND-26-258	N/A		2028 Rehab/Renovation Facility Funding	Transit Enhancement Capital Projects	Exempt	$9,372,901	$9,372,901	PE/PL	SFY 2026	SEC5307	$9,372,901	$7,498,321	80%	$1,874,580	20%	NEW PROJECT	
NEW	IndyGo	IND-26-259	N/A		2028 Rehab/Renovation Facility Funding	Transit Enhancement Capital Projects	Exempt	$1,481,174	$1,481,174	PE/PL	SFY 2026	SEC5339	$1,481,174	$1,184,939	80%	$296,235	20%	NEW PROJECT	
NEW	IndyGo	IND-29-250	N/A		2029 Rehab/Renovation Facility Funding	Transit Enhancement Capital Projects	Exempt	$9,866,629	$9,866,629	PE/PL	SFY 2029	SEC5307	$9,866,629	$7,893,303	80%	$1,973,326	20%	NEW PROJECT	
NEW	IndyGo	IND-29-255	N/A		2029 Rehab/Renovation Facility Funding	Transit Enhancement Capital Projects	Exempt	$1,548,109	$1,548,109	PE/PL	SFY 2029	SEC5339	$1,548,109	$1,238,487	80%	$309,622	20%	NEW PROJECT	

Memo

To: IMPO Transportation Policy Committee

From: Andrea Miller, Indianapolis MPO

Date: February 6, 2026

Re: 2025 Safe Streets and Roads for All Safety Action Plan Update

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In 2022 the IMPO's Safe Streets and Roads for All Safety Action Plan (or Safety Action Plan for short) was created and then adopted by the IMPO Policy Committee alongside an updated Vision Zero Resolution. This plan, intended to help address the rise in fatal and serious traffic crashes within the MPA, consists of several components: goal setting (the Vision Zero Resolution), safety analysis, public engagement, equity analysis, policy and process proposals, and progress reporting.

Regular updates for the Safety Action Plan have been planned to provide up-to-date information and resources for our members. In 2024 the IMPO applied for and was awarded a $480,000 federal Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant to assist in funding a full update of the Safety Action Plan which began in 2025.

Activities and data for this update include:

- A full update of the Safety Action Plan, including the safety analysis and identification of the High Injury Network (HIN).
- An expansion of the Safety Action Plan to include a Vulnerable Road User Assessment.
- Data purchases, including a safety tool derived form mobile data, and transportation geometry data (sidewalks, crosswalks, bike lanes and bike paths).
- Road safety audits of locations on the HIN.
- A 2026 Safety Summit hosted by the IMPO to provide educational opportunities on improving traffic safety.

At this time the project team has:

- Performed project kick-off.
- Collected and performed quality control on data for the project.
- Reconvened the Safety Steering Committee to provide input throughout the process, including a potential update to the Vision Zero Resolution.
- Updated the regional High Injury Network, with work beginning on local High Injury Networks.

The project is currently on schedule with an anticipated completion date of July 2026, and request for IMPO Transportation Committee adoption in August.

Please contact andrea.miller@indympo.gov should you have any questions.