

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

2025

ANNUAL REPORT



**GUIDING CENTRAL INDIANA'S
GROWTH AND CONNECTIVITY**



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

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

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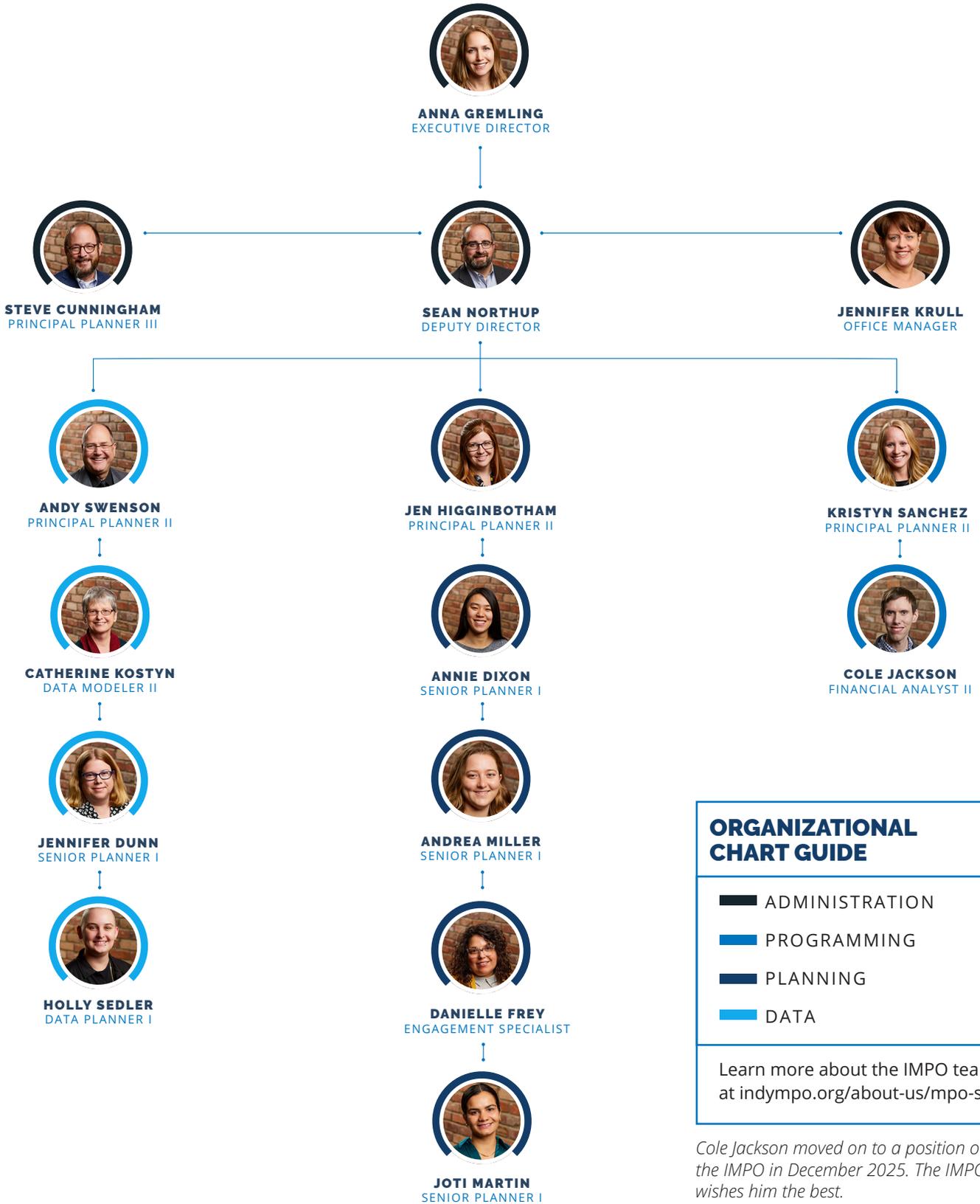
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MPO ORGANIZATIONAL CHART



ORGANIZATIONAL CHART GUIDE

- ADMINISTRATION
- PROGRAMMING
- PLANNING
- DATA

Learn more about the IMPO team at indympo.org/about-us/mpo-staff

Cole Jackson moved on to a position outside the IMPO in December 2025. The IMPO Team wishes him the best.



IMPO staff celebrated the opening of the New York and Michigan cycle tracks and two-way traffic conversion.

STAFF UPDATES

IMPO strengthened its team through promotions, new hires, and internships, while celebrating dedicated service and leadership that support collaborative, data-driven transportation planning across Central Indiana.

KRISTYN SANCHEZ PROMOTION

Kristyn Sanchez was promoted to Principal Planner II on January 1. In addition to continuing her role in the IMPO's finance work, she now oversees the Programming Section, which manages the Transportation Improvement Program and the annual call for projects. Kristyn has been with the IMPO for 11 years, joining in May 2013 as part of the TIP Section.

Kristyn is a lifelong Indianapolis resident. She earned a Bachelor of Arts in Urban Affairs with High Honors from Butler University and later completed her Master of Urban and Regional Planning at Ball State University.

NEW SENIOR PLANNER

Joti Martin joined the IMPO as a Senior Planner, bringing strong experience in public policy, economic development, and strategic consulting.

Joti was born in Punjab, India, and grew up in both Seattle and Indianapolis. Her background as part of an immigrant family shaped her adaptability and appreciation for diverse perspectives. Her interest in regional planning grew during graduate school, where working as a research assistant showed her how collaboration among many organizations is needed to make meaningful changes.

Joti's primary responsibilities include managing the Metropolitan Transportation Plan and the Active Transportation Plan.

NEW DATA PLANNER

Holly Sedler joined the IMPO as a Data Section intern in May 2024 and became a full-time Data Planner in January 2025.

Holly is originally from Brooklyn Park, Minnesota, and earned a bachelor's degree in urban planning and development from Ball State University, along with a GIScience certificate. Before joining the IMPO, Holly worked at Visit Indy, where they developed online applications and maintained development data. They also previously interned with the City of Brooklyn Park's planning department.

NEW OFFICE MANAGER

Jennifer Krull joined the IMPO as Office Manager in April. She holds a bachelor's degree in business management with a minor in accounting. Her responsibilities include overseeing daily office operations, supporting staff projects, ensuring a productive work environment, coordinating office events, and preparing materials for committee meetings.

Jennifer grew up in a small town in Minnesota and is originally from Colorado, which remains her favorite place to visit. In her spare time, she enjoys making horror-themed wreaths and spending time with her husband and two dogs.

2025 SUMMER PLANNING INTERN

Olivia Anthony joined the IMPO as a Planning Intern for summer 2025. She is originally from Indianapolis and will graduate in December 2025 from Indiana University with a bachelor's degree in Sustainable Management and Policy and a minor in

Geography. Olivia brings strong interests in sustainable land use, inclusive community development, and environmental resilience. She was excited to contribute to the IMPO's regional planning efforts during her internship.

ANITA BJORK RETIREMENT

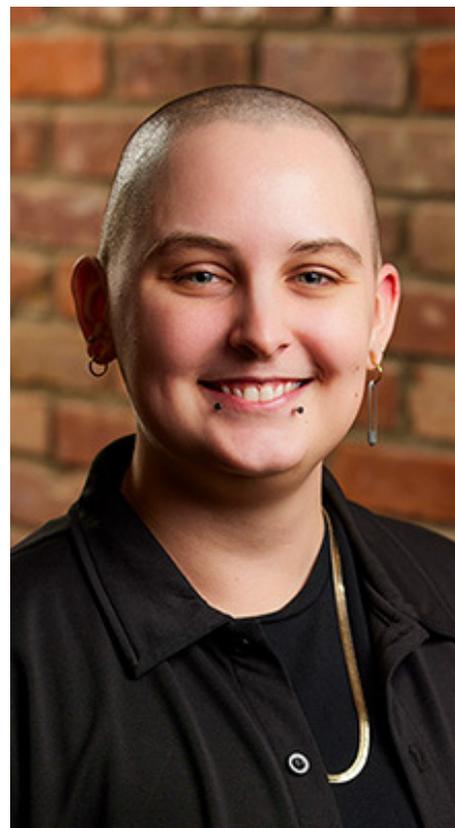
Anita Bjork, the IMPO's long-time office administrator, event organizer, and unofficial "staff mom," retired in 2025 after 18 years of dedicated service. Anita played a central role in keeping the IMPO running smoothly by managing office operations, supporting staff needs, and ensuring day-to-day functions were organized and efficient.

Her impact went far beyond administrative work. Anita brought warmth, enthusiasm, and a welcoming spirit to the office. She planned celebrations, coordinated potlucks, decorated for holidays, and helped create a supportive work environment where people felt cared for. Her presence made the IMPO a more comfortable and enjoyable place to be.

On April 16, the Transportation Policy Committee adopted a special resolution honoring Anita for her many years of service to the IMPO and to the people of Central Indiana. Her final day with the IMPO was April 30, marking the start of a well-deserved retirement.

Anita is now enjoying more time with her family, especially her grandchildren in Michigan, along with gardening, crafting, and working part-time at a small gift shop in Irvington.

PHOTOS: [top left] Kristyn Sanchez [bottom left] Anita Bjork [bottom center] Joti Martin [top center left] Jennifer Krull [top center right] Olivia Anthony [right] Holly Sedler





IndyGo Foundation Board of Directors take part in the Prairieville Transit Planning game to help people understand how transit systems are designed on May 2, 2025.

CONVENE

IMPO convenes experts, practitioners, and residents through hands-on workshops, regional roundtables, and training, fostering shared understanding, collaboration, and informed decisions shaping Central Indiana's transportation future.

PRAIRIEVILLE WORKSHOPS

The IMPO brought the Prairieville Transit Planning game, developed by Jarrett Walker and Associates, to central Indiana as an interactive way to help people understand how transit systems are designed. The exercise turns transit planning into a hands-on activity: participants are given information about a fictional city called Prairieville and are asked to build their own bus network for it.

As they design their system, participants face the same real-world decisions transit agencies make every day. They explore tradeoffs such as:

- Running buses more often vs. covering more neighborhoods
- Focusing service in lower-income communities vs. major job centers vs. higher-income areas
- How transfers between routes add time to a trip
- How challenging it is to serve everyone's travel needs when development is spread out

After participants build their networks, they compare results using performance metrics and talk through what worked and what didn't. The experience helps people see how planning choices affect riders, travel times, and overall system efficiency.

Throughout 2025, the IMPO hosted this training for several groups across the region, including IndyGo staff and Board members (1/17/2025), CIRT County Connect members and Board members (1/31/2025), Purdue Road School attend-

ees (3/18/2025), the IndyGo Foundation Board of Directors (5/2/2025), and Ball State University students (10/24/2025).

REGIONAL PLANNING ROUNDTABLES

In November 2024, the IMPO launched its first Regional Planning Roundtable, bringing together planners from across central Indiana to learn about the IMPO's work and discuss key issues facing the region. The goal of this quarterly series is to strengthen communication and collaboration across city and county lines.

Each session focuses on a timely planning topic. So far, the Roundtable has featured conversations on land use, utility coordination, scenario planning, and other regional priorities. The IMPO looks forward to growing this forum and continuing it into 2026 and beyond.

STRATEGICALLY ELEVATING REGIONAL VOICES (SERV) COMMITTEE

Traditional public engagement methods don't always reach everyone, especially residents from underserved communities. To help close that gap, the IMPO launched the SERV Committee, a pilot program focused on building long-term, relationship-based input rather than one-time interactions.

The SERV Committee brought together 14 community members in 2025 for five 90-minute sessions. Participants were recruited through partner organizations, social media, and support from The McCormick Group. Each session covered an important planning topic, such as public involvement, transportation investment, sustainability, safety, and transit planning.

This recurring, small-group format allowed for deeper conversations and helped build trust with residents who had not

previously taken part in regional planning. Participants appreciated having a meaningful role and seeing how their feedback shaped the IMPO's work.

Because of the strong response and positive outcomes, the IMPO plans to continue the SERV program with a new cohort in 2026.

FUNDAMENTALS FOR CITIZEN PLANNERS I

The IMPO hosted a training workshop on Sept. 18, 2025, for citizen planners, a term used to describe people who serve in elected or appointed planning roles but may not have formal training in planning or zoning. Citizen planners include elected officials; members of plan commissions, redevelopment commissions, and historic preservation commissions; Board of Zoning Appeals members; and department heads in planning or economic development who want a stronger understanding of Indiana's planning and zoning laws.

Twenty-one participants from six local public agencies across Central Indiana attended the full-day workshop. The training covered core topics such as comprehensive plans, zoning and subdivision ordinance basics, legal decision-making, public engagement, and more.

A post-event survey showed strong, positive feedback. Attendees reported learning new information they could apply directly in their roles and said additional training opportunities for fellow citizen planners would be valuable.

PHOTOS: [top] A training workshop held on Sept. 18, 2025, for citizen planners. [bottom left] Member of the SERV committee looks over meeting notes. [bottom right] SERV committee members participate in a group discussion.





Community members participate in Bike to Work Week 2025.

INFORM

IMPO informs decisions by delivering modeling, safety reporting, performance tools, and climate, mobility, and biking data that empower planners, partners, and residents across Central Indiana.

BIKE MONTH

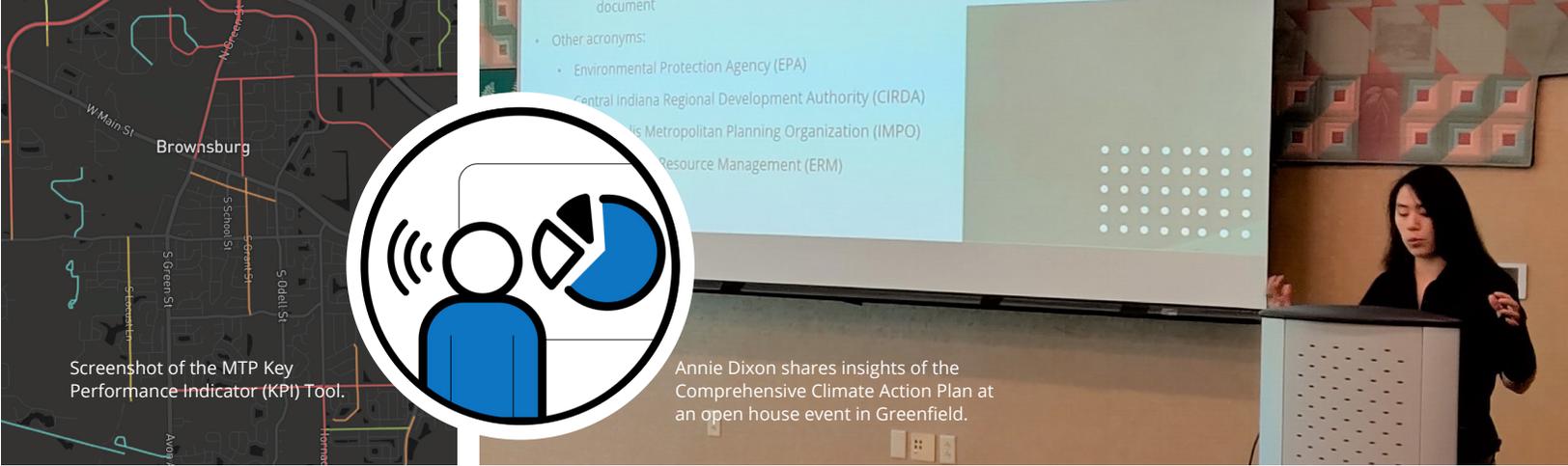
The IMPO partnered with Central Indiana Cycling and Central Indiana Regional Transportation Authority (CIRTA) to celebrate bike month with multiple events during the month of May. BikeFest was held at Guggman Haus as a kickoff event for Bike Month. Anna Gremling spoke at BikeFest about the IMPO, traffic safety, and IMPO funding supporting active transportation and safety.

During bike to work week, three pop-up events along trails or bike lanes in Indianapolis were held to promote using active transportation for commuting. The IMPO had a table at BikeFest and three Bike to Work week pop-ups where information about the Central Indiana Ride Guide, Trail Oriented Development, and safety were shared with the public.

ANNUAL SAFETY REPORT

In 2022, the IMPO created its Safe Streets and Roads for All Safety Action Plan, which was adopted by the IMPO Policy Committee along with an updated Vision Zero resolution. The plan was developed in response to rising fatal and serious-injury crashes in the Indianapolis Metropolitan Planning Area (MPA). It includes goal setting (Vision Zero), safety analysis, public engagement, equity analysis, policy and process recommendations, and annual progress reporting.

This Annual Safety Report fulfills the plan's progress-reporting requirement. Each year, it tracks the region's movement to-



Screenshot of the MTP Key Performance Indicator (KPI) Tool.

Annie Dixon shares insights of the Comprehensive Climate Action Plan at an open house event in Greenfield.

ward the Vision Zero goal of reducing fatal and serious crashes by 35% by 2040, using 2020 as the baseline year.

CHANGE IN “SERIOUS CRASH” DEFINITION

Beginning with the 2025 Annual Safety Report, the IMPO uses a new definition for “serious crashes.” Serious crashes are now based on the “Suspected Serious Injury” (SSI) category in Indiana’s Automated Reporting Information Exchange System (ARIES) crash reporting system. Previous reports used the “incapacitating injury” category.

This change is due to the statewide transition from ARIES 5 to ARIES 6, which occurred gradually between 2020 and 2023. Because communities switched systems at different times, serious crashes before 2023 may include some inconsistencies. As more data becomes available, the IMPO will use 2023 as the more reliable benchmark year going forward.

KEY FINDINGS IN THE 2025 ANNUAL SAFETY REPORT

The analysis uses the most recent full year of available data, which is from 2024. Major findings include:

- Fatal crashes have declined or remained steady since 2022, but serious-injury crashes have continued to rise (except in 2022). This increase has caused overall serious-and-fatal crash totals to trend upward.
- In 2024, 126 people were killed in motor vehicle crashes.
- In 2023, pedestrians made up 14% of all serious and fatal crashes and bicyclists made up 3%. When looking only at fatal crashes, pedestrians accounted for 29% and bicyclists for 4%.

LOOKING AHEAD

The IMPO is updating its Safety Action Plan to help accelerate progress toward Vision Zero. The updated plan, expected to be completed by mid-2026, will include refreshed data analyses as well as new tools such as regional High Injury Networks and a Vulnerable Road User Assessment.

METROPOLITAN TRANSPORTATION PLAN (MTP) KPI TOOL

When people think about Central Indiana’s transportation future, they often imagine new roads, sidewalks, or trail connections. But behind every project and every data point is a broader story, about how people move, how communities change, and how our choices shape the region’s future.

This is the purpose of the CIRCLE 2050 Metropolitan Transportation Plan (MTP). It is the Indianapolis Metropolitan Planning Organization’s long-range roadmap for creating a more connected, fair, and sustainable region by 2050. The plan is organized around four goals, Move, Prosper, Make Safe, and Sustain, with clear objectives and measurable outcomes tied to each.

To show how the region is progressing, the IMPO created the MTP Key Performance Indicator (KPI) Tool. This interactive platform turns large amounts of regional and federally required data into easy-to-understand insights. It tracks how Central Indiana is performing across areas such as safety, mobility, reliability, and sustainability.

The value of the KPI Tool isn’t just in displaying numbers, it’s in helping us understand what those numbers mean. Over the last five years, truck and passenger travel time reliability has steadily improved, even as the region has continued to grow. Fatal crashes, while still far too high, have begun to level off, indicating that local safety improvements are making a difference. And more residents are choosing to walk, bike, and roll, showing that investments in trails and active transportation are reshaping daily travel.

By bringing all these trends together, the KPI Tool helps planners, local leaders, and community members understand what is happening and why it matters. It offers a transparent way to track progress and hold the IMPO accountable to the region’s shared goals of safe travel, economic growth, and long-term sustainability.

In the end, the KPI Tool reflects more than performance tracking. It represents collaboration and the shared commitment to keep building a stronger, safer region for everyone.

CLIMATE POLLUTION REDUCTION GRANT PROGRAM

The IMPO has worked with the Central Indiana Regional Development Authority (CIRDA) to develop multiple climate planning documents since CIRDA was awarded a planning grant through the Climate Pollution Reduction Grant Program (CPRG) in 2023. The grant funds three planning documents- the Priority Climate Action Plan (2023-2024), Comprehensive Climate Action Plan (2024-2025), and Status Report (2027). The IMPO’s core role throughout the planning process was in engaging the public and stakeholders.

In 2025, the IMPO focused on community engagement about the Comprehensive Climate Action Plan (CCAP). The CCAP is a

more comprehensive climate action plan than the Priority Climate Action Plan as it includes measures to reduce emissions that would be impactful and not simply shovel-ready. The IMPO engaged with the public at various stages of the project to inform them of the planning effort, results of different stages, and gather feedback.

In the year 2025, the IMPO completed 32 events, including community event tabling, virtual open houses, conferences, and in-person open houses. The IMPO shared information from the CCAP, including business-as-usual greenhouse gas emissions as well as emissions reduction potential from implementing measures identified in the plan. The IMPO also engaged with stakeholders in one-on-one interviews to share draft analyses and gather input on measures midway through the CCAP development.

YOUTH ENGAGEMENT

As part of its ongoing commitment to community outreach and education, the Indianapolis Metropolitan Planning Organization (IMPO) participated in the Children’s Museum STEM (Science, Technology, Engineering, Mathematics) Exploration Day. This event featured a variety of interactive stations designed to introduce youth to diverse career paths in science, technology, engineering, and mathematics.

The IMPO’s activity invited children to explore the fundamentals of urban planning by designing their own towns. Using blank maps and a wide selection of icon stickers—including parks, bus stops, cars, bicycles, people, office buildings, shops, and various types of housing—participants were encouraged to think critically about how communities are built. A large collaborative poster map allowed both children and adults to contribute to a shared vision of a town, placing oversized icons to create a vibrant, collective urban landscape.

This hands-on experience provided a playful yet meaningful introduction to the principles of planning and placemaking. Many participants demonstrated thoughtful decision-making, with some prioritizing safety and accessibility by incorporating features such as stoplights, bike lanes, and mixed-use developments. Others created suburban-style layouts with ample parking, single-family homes, and commercial areas placed at a distance. The final collaborative map was a colorful and imaginative representation of community design, featuring waterfront parks, bike-friendly routes, and numerous gathering spaces like cafés and green areas.

IMPO’S REPLICA TOOLS AND SAFE STREETS PLANNER

The IMPO is in its second year of using Replica as its mobile data provider. Replica gives the IMPO access to a wide range of data and metrics about travel patterns, demographics, economic activity, and infrastructure. The platform includes tools such as an Annual Average Daily Traffic (AADT) Explorer, Turning Movement Count Explorer, Network Speeds Viewer, and Origin-Destination study tools.

The newest tool available is the Safe Streets Planner, purchased through the IMPO’s Safe Streets and Roads for All (SS4A) planning grant. This tool helps identify and prioritize high-risk corridors and create detailed reports. It combines data on speeding, hard braking, and distracted driving with information on mobility patterns and local demographics. This allows users to map existing conditions, analyze corridors, and develop plans that address safety concerns.

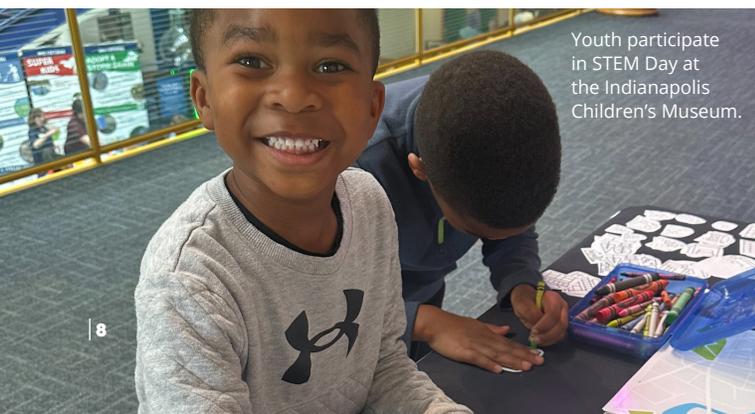
All IMPO member agencies have direct access to Replica, including the Safe Streets Planner. There is no limit to how many staff members can use it. Anyone with an email address belonging to an IMPO member agency can create a Replica account by visiting the platform’s website.

CENTRAL INDIANA RIDE GUIDE UPDATE

The Ride Guide is a resource for bicyclists and bicycle network planners that maps all the open bikeways in Central Indiana, and various cycling amenity locations. Annually, during the month of May (Bike Month), the IMPO offers a version of the Ride Guide that allows visitors to add missing amenities to the map & leave a note on existing ones to share helpful details. During May 2025, the IMPO received over 120 submissions!

A significant update was made to the Ride Guide during summer and fall 2025, to add newer facilities and correct inconsistencies in the labeled bikeways. Through conversation with IMPO members and bicycling advocates, a new document was created, the Ride Guide’s Definitions, Principals, and Acknowledgements. The principals and acknowledgements in this document clarify the intent of the Ride Guide itself, and the definitions help the IMPO maintain consistency in the future when adding new facilities to the map. The definitions will be used in other planning work, such as for the Regional Active Transportation Plan update in 2026.

The Ride Guide also had a visual upgrade, using newer colors and symbology that should be more accessible. Let us know how you’re using the Ride Guide, we’d love to hear from you!



Youth participate in STEM Day at the Indianapolis Children’s Museum.



DATA SUPPORTING SMARTER TRANSPORTATION DECISIONS

Reliable, transparent data transforms regional insight into smarter, safer transportation and planning decisions.

IMPO Travel Demand Model (ITDM) Data Requests*

Custom Model Runs	9
Flow Forecasts	11
Member Request Development/Coordination	9.45 hours
Output Processing Time	32 hours
IMPO Member Requests	8
Public/non-LPA Requests	9

* ITDM OUTPUT REQUEST TYPE **JANUARY - OCTOBER 2025**

Definitions:

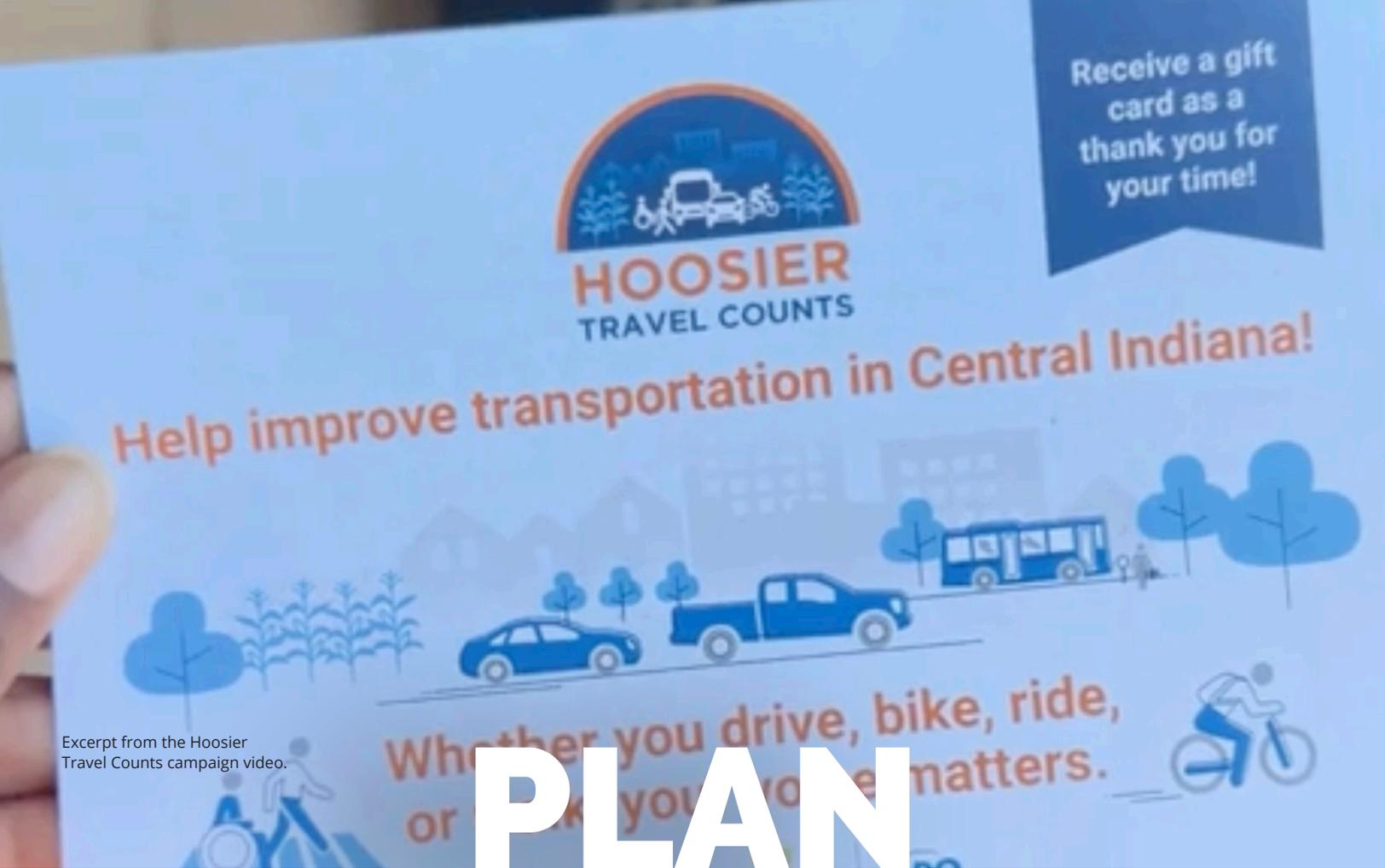
CUSTOM RUNS: Special traffic-modeling runs requested by IMPO members or their consultants to support project planning or construction traffic management. Some requests may require custom analysis.

FLOW FORECASTS: Requests for traffic volume estimates and related data on specific roads or corridors for both a current year and a future year.

MEMBER REQUEST DEVELOPMENT: The staff time needed to prepare inputs for a request or to coordinate with the requester to clarify needs and gather additional information.

MEMBER REQUESTS: Requests from IMPO member agencies or their consultants for flow forecasts, custom model runs, or special analysis. These must be submitted through the ITDM Member Output Request form on the IMPO website.

PUBLIC/NON-LPA REQUESTS: Requests from nonmembers or the general public, including consultants not representing an IMPO member, for traffic forecasts from official model runs. These must be submitted through the ITDM Output Public Request form. (Local Public Agencies (LPAs) include cities, towns, counties, and public transit agencies, most of whom are members of the IMPO.)



Excerpt from the Hoosier Travel Counts campaign video.

PLAN

IMPO develops, adopts, and tracks regional plans using data, public input, and scenario tools to guide inclusive transit, engagement, and long-term transportation decisions across the region.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

The IMPO and IndyGo update the Coordinated Public Transit-Human Services Transportation Plan (“Coordinated Plan”) every four years. This plan identifies transportation needs and service gaps for older adults and people with disabilities, sets priority goals, and outlines strategies to meet those needs. It is developed through public input as well as collaboration with transportation and human services providers. The previous plan was updated in 2021.

Transportation providers applying for Section 5310 funding through IndyGo must show how their proposed projects support a goal in the Coordinated Plan. Section 5310 funding is dedicated to transportation services for seniors and individuals with disabilities.

For the 2025 update, roughly 25 organizations participated in two stakeholder meetings, and 283 individuals completed the user survey. Common needs included more funding, expanded morning and evening service, better weekend options, and service to more destinations both within and outside county boundaries.

To address these gaps, the 2025 Coordinated Plan includes strategies organized around four goals:

- Maintain and improve existing service
- Coordinate programs and services
- Complement public transit
- Educate decisionmakers

HOOSIER TRAVEL COUNTS

Hoosier Travel Counts is a regional household travel survey conducted by the Indianapolis Metropolitan Planning Organization (the IMPO) and the Heartland MPO (Madison County).

This survey plays a critical role in shaping Central Indiana's transportation future. The last regional survey was completed in 2009 and updating it now is essential to understand how people travel today and how we should plan for the coming decades. Invitations have been mailed to randomly selected households since spring.

Regional household travel surveys like Hoosier Travel Counts provide foundational data that helps planners build and validate travel demand models (TDMs). These models are used to forecast future travel patterns and support decisions on infrastructure investments, transit improvements, and transportation policies.

The data informs:

- **Infrastructure planning:** Identifies where to improve roads, transit, bike lanes, and pedestrian facilities
- **Policy development:** Shows how and why people travel, guiding transportation programs and decisions
- **Performance monitoring:** Tracks changes in travel behavior and measures the impact of new projects or services
- **Community support:** Helps identify barriers to access and ensures diverse resident needs are represented
- **Regional coordination:** Combines with land use, economic, and environmental data to support coordinated planning for growth

This is more than a survey; it is an opportunity for residents to shape the region's future. The results help demonstrate community need and readiness for grants that can make transformative transportation projects possible.

2025 PUBLIC INVOLVEMENT PLAN UPDATE

The Public Involvement Plan (PIP) outlines the bare minimum requirements the IMPO must follow for public outreach. The plan is reviewed and updated every four years. The IMPO convened a steering committee that met three times over the year to discuss the updates and review the changes to the PIP.

The 2025 update included the following changes:

- Hosting Pre-hearings

- Posting items available for public review and going to public hearing on the "Public Engagement" page on the website
- Aligning comment periods for the MTP and Transportation Improvement Program (TIP) amendments so both are 10 days
- Updating the data for the Language Access Plan (LAP)
- Naming only the Indy Star as paper of record
- Editing the Program of Projects (POP) statement
- Creating an Engagement Toolkit to help plan activities

The IMPO goes above and beyond these minimum requirements and the new Engagement Toolkit describes options for different techniques and tools that can be used to accomplish this. The toolkit is a working document that can be updated with additional techniques as needed to have the most up-to-date options available for the IMPO to ensure public participation is a focus for all projects and the best techniques and tools available are used.

VISIONEVAL

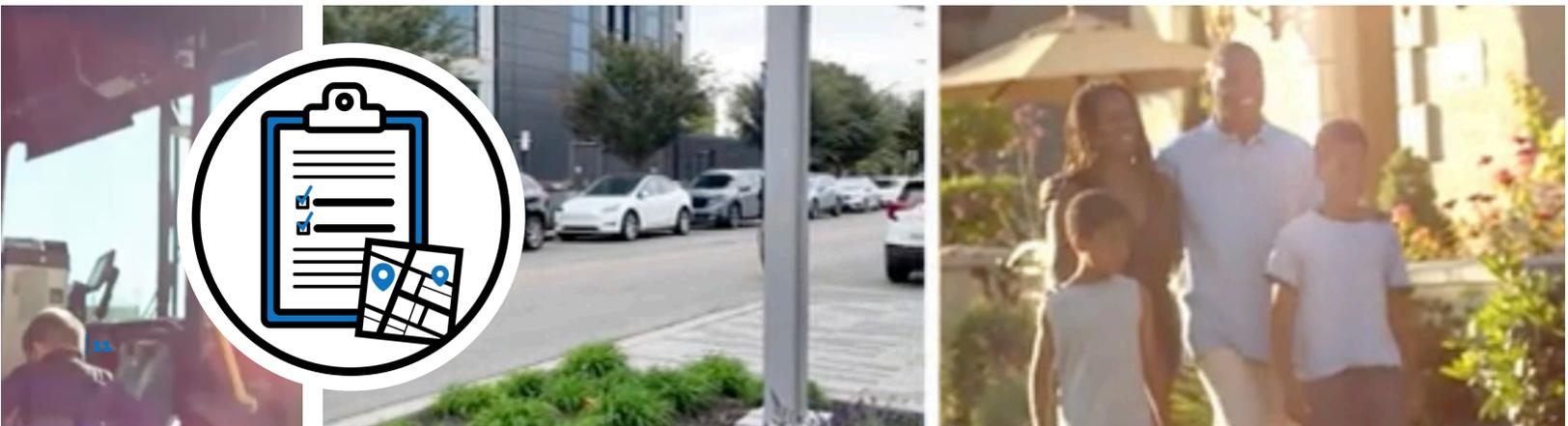
In 2025, the Indianapolis Metropolitan Planning Organization contracted with Resource Systems Group, Inc. (RSG) to develop a VisionEval model for Central Indiana. VisionEval is a powerful planning tool that uses publicly available data and local information to estimate how different land-use and transportation decisions could shape the region's future.

Instead of looking only at individual road or transit projects, VisionEval helps show the big picture. It can test how changes in travel behavior, demographics, technology, and development patterns might affect traffic, safety, emissions, and overall mobility. The model runs quickly, allows for side-by-side comparisons, and provides easy-to-understand, interactive results.

Once complete, the IMPO will be able to evaluate future scenarios related to:

- Land use changes
- Increases in walking and biking
- Shifts in teleworking
- Changes in population and demographics
- Growth in electric vehicle use
- Growth in transit ridership

The VisionEval tool, expected to be finished in spring 2026, will let the IMPO analyze many scenarios at once and better understand how policy choices today may impact the region's transportation system tomorrow.





Ribbon cutting for the Greenfield Riley Arts Trail.

FUND

The IMPO selects and awards regionally significant projects to fund in Central Indiana through an annual call for projects process based on quantitative, data-driven selection criteria. The funds assist in advancing safety, access, and long-term mobility across Central Indiana.

FEDERAL FUNDS EXCHANGE

In August 2020, the IMPO entered into an agreement with the Indiana Department of Transportation (INDOT) to swap its annual federal transportation funding for state funds in state fiscal years (SFY) 2025 and 2026. In 2024, this agreement was extended through SFY 2029, reinforcing the IMPO's commitment to simplify project delivery and reducing administrative complexity.

The Federal Funds Exchange (FFE) program applies to three of the IMPO's main funding categories: the Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ) Program. Two other programs, Transportation Alternatives (TA) and Carbon Reduction (CR), were not included in the 2024 amendment because of federal rules that require them to remain federally managed. These two programs will continue operating under federal requirements in 2027 and beyond.

SFY 2025 was the first year that project funding is being issued through the FFE program. INDOT continues to serve as an important construction partner, but projects funded through the exchange program now have more flexibility under the IMPO's allocation policies. This includes the ability to use advanced construction, which allows communities to move projects forward sooner and receive reimbursement as funds become available.

The shift to the Federal Funds Exchange program is already benefiting member communities. They are seeing shorter

project development timelines, fewer regulatory hurdles, more flexible construction scheduling, and ultimately faster project delivery, which helps keep costs down for taxpayers.

This year, the IMPO completed its annual Federal Funds Exchange report for INDOT. The report highlights the program's progress, including fifteen projects currently under construction, eight projects nearing closeout, and fifty-five projects in development using exchange funds.

LOCAL PLANNING GRANT

The Local Planning Grant Program provides funding to local public agencies across Central Indiana for studies and planning efforts that strengthen community growth, transportation networks, and long-term resilience. Since its launch in 2017, the program has supported 22 plans across 19 agencies, and five additional projects have been awarded in 2025 for completion in 2026. The program advances initiatives aligned with the region's Metropolitan Transportation Plan (CIRCLE 2050 MTP), prioritizing road safety, access to jobs and opportunity, and proactive, data-driven planning.

On August 20, 2025, the IMPO Transportation Policy Committee approved \$474,720 in planning grants to five local public agencies. Six applications were submitted during the 2025 funding cycle, with the following projects selected for support (each includes a 20% local match):

- **Town of Speedway**
16th Street Multimodal Corridor Study
Total Cost: \$125,000 | IMPO Grant: \$100,000
Planning study to enhance safety and multimodal connectivity along a high-risk arterial corridor serving schools, parks, and transit routes.

- **Town of McCordsville**
Bike and Pedestrian Master Plan
Total Cost: \$100,000 | IMPO Grant: \$80,000
Updated master plan addressing bicycle and pedestrian infrastructure gaps in one of Central Indiana's fastest-growing communities.
- **City of Indianapolis**
Arlington Avenue Corridor Study
Total Cost: \$125,000 | IMPO Grant: \$100,000
Visioning and planning effort to improve safety, multi-modal mobility, and trail connections along the Arlington Avenue corridor.
- **Town of Whitestown**
Bicycle and Pedestrian Master Plan Update
Total Cost: \$125,000 | IMPO Grant: \$100,000
Plan update to address growth-related transportation needs, safety issues, and improved access to the Big 4 Trail and regional connections.
- **Hamilton County**
146th Street and River Road Feasibility Study
Total Cost: \$118,400 | IMPO Grant: \$94,720
Feasibility study examining intersection and bridge improvements to enhance safety and reduce congestion on a major corridor.

Procurement for these projects began in fall 2025, with planning expected to launch in early 2026. This cycle marks the start of the program's transition to an annual funding schedule, building on previous award years (2017, 2018, and 2022). The IMPO will continue partnering with participating agencies to develop and release Requests for Proposals (RFPs) to advance each project.

PHOTOS: [top] Check presentation with the City of Greenwood for the Smith Valley Road project. [bottom left] Bell Ford Pedestrian Bridge celebration in Hamilton County. [bottom right] Carmel 106 and Hazel Del project.





TRANSPORTATION IMPROVEMENT PROGRAM

BY THE NUMBERS

Transportation investment in Central Indiana is moving forward in a big way, and the IMPO is helping make it happen.

The 2026–2029 Transportation Improvement Program includes 322 projects totaling more than \$5.0 billion, with \$765 million in federal funds obligated in State Fiscal Year 2025 alone. Behind the scenes, IMPO staff processed 197 amendments, keeping projects on track and helping communities move from planning to construction faster.

One of the year’s biggest wins was advancing real, on-the-ground improvements through the Federal Funds Exchange program. In 2025, the IMPO obligated \$42.5 million to 22 projects across 13 local public agencies, supporting safer intersections, stronger bridges, expanded trail networks, and critical roadway upgrades. These investments translate into 11 new roundabouts, six bridge projects, four miles of trails, and roadway improvements to improve travel safety and connectivity across the region.



COMPLETED IMPROVEMENTS WITH IMPO FUNDING

SFY 2025 FEDERAL FUNDS OBLIGATED IN CENTRAL INDIANA

\$765,031,727



TOTAL COST OF ALL 2026-2029 TIP PROJECTS

\$5,000,671,159

11 ROUNDABOUTS

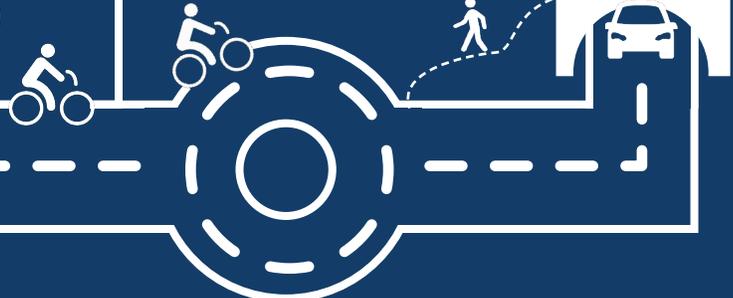
5 BRIDGE REHABILITATIONS

1 NEW BRIDGE

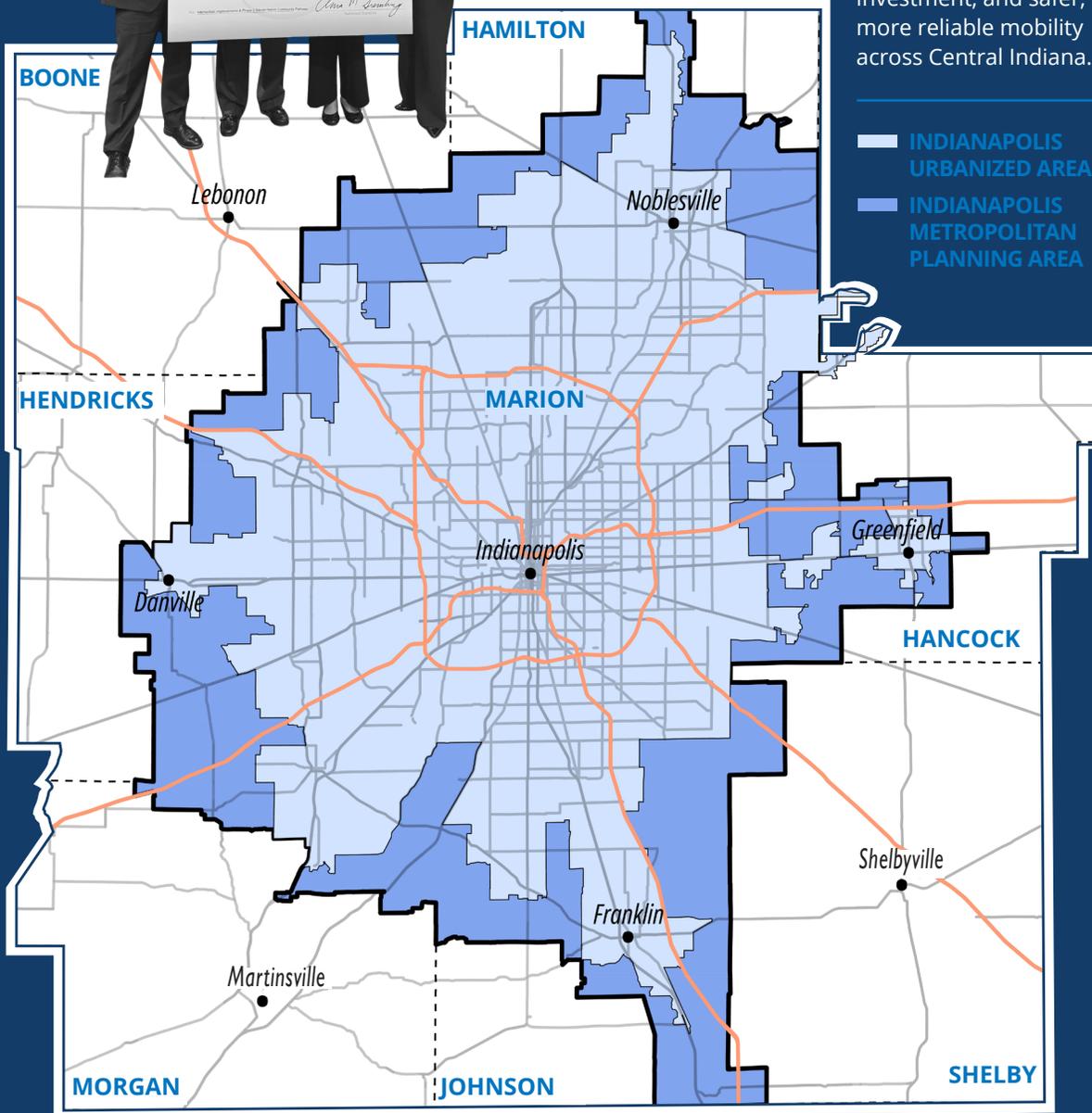
4.3 MILES OF TRAILS & SHARED-USE PATHS

0.9 MILES OF NEW ROADWAY

1 MILE OF ROAD REHABILITATION



INDIANAPOLIS METROPOLITAN PLANNING AREA



Boundaries That Shape Our Work

This map highlights the urbanized areas, and key transportation corridors included in the Indianapolis Metropolitan Planning Area and the communities within it.

Together, these connections support coordinated planning, smart investment, and safer, more reliable mobility across Central Indiana.



MARK YOUR CALENDAR FOR THESE EVENTS

SAVE THE DATE

2026

UPCOMING COMMITTEE MEETINGS

TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 4

AUGUST 5

APRIL 1

OCTOBER 7



TRANSPORTATION POLICY COMMITTEE

FEBRUARY 18

AUGUST 19

APRIL 15

OCTOBER 21



JOINT TRANSPORTATION TECHNICAL AND POLICY COMMITTEE

JUNE 17

DECEMBER 2



EXECUTIVE COMMITTEE

JANUARY 23

JULY 24

FEBRUARY 27

AUGUST 21

MARCH 27

SEPTEMBER 25

APRIL 17

OCTOBER 23

MAY 15

NOVEMBER 20

JUNE 12

DECEMBER 18





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MPO English

More About the IMPO

Below are additional resources about what an MPO is, and what the IMPO does specifically.

IMPO 101

If you are looking for more information on MPOs and the Indianapolis MPO, check out the MPO's FAQbook or view the video, which provides a brief and high-level overview of what an MPO does. The video length is about an hour.

- Indianapolis MPO Fact Book
- MPO's 101 Video (YouTube)

Comparison to Peer Regions +

Annual Reports +

Indianapolis MPO Strategic Plan +

Unified Planning Work Program +

indympo.gov

TIP

View Transportation Improvement Program projects and amendments

indympo.gov

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MPO English

Public Involvement

The Indianapolis MPO brings communities test together to shape smart investments in transportation.

Staff Directory

Get connected to our team

indympo.gov

4:28 PM

MPO English

- Community Crossings Matching Grant Program +
- Multimodal Planning and Programs +
- Statewide Transportation Improvement Program (STIP) +
- Statewide Long Range Plan +
- Statewide Planning Studies +
- INDOT Reports and Other Publications +
- INDOT Next Level Roads Construction Map +
- INDOT Major Projects +
- INDOT Traveler Information +

indympo.gov

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MPO English

Indianapolis Metropolitan Planning Organization

Central Indiana's Hub for Regional Planning, Funding, and Vision

The Indianapolis MPO brings communities together to shape smart investments in transportation, housing, and infrastructure that move our region forward.

Read More →

indympo.gov

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MPO English

What does the IMPO do?

The Indianapolis Metropolitan Planning Organization (IMPO) is Central Indiana's federally-designated regional planning organization. The IMPO develops short and long range plans to support local

indympo.gov

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Upcoming Meetings & Events

JAN 9:00 am – 10:00 am
23 Executive Committee

FEB 9:00 am – 10:00 am
4 Transportation Technical Meeting

indympo.gov



A New IndyMPO.gov

CENTRAL INDIANA'S HUB FOR REGIONAL PLANNING, FUNDING, AND VISION

A fresh design and URL tailored for the region we serve. Transportation plans, funding priorities, and the data that is shaping the future of Central Indiana; all at your fingertips.



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

indympo.gov | info@indympo.gov