



Date: April 15, 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.
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ITEMS FOR APPROVAL

2. Meeting minutes from February 18, 2026	Mayor Myers, City of Greenwood	1 min.
3. Transportation Improvement Program Amendments	Kristyn Sanchez, IMPO	5 min.
a) Memo		
b) Resolution 2026-IMPO-04		
c) For Public Hearing		
4. Transportation Improvement Program – Recommended Projects	Kristyn Sanchez, IMPO	7 min.
a) Memo		
b) Air Quality Conformity Report		
c) Resolution 2026-IMPO-05		
d) For Public Hearing		

STATUS UPDATES

5. Transportation Improvement Program – Scoring Revision Update	Kristyn Sanchez, IMPO	7 min.
6. End of Session Recap	Abbi Raben/Patrick Tamm – Ice Miller	15 min.

OTHER BUSINESS

7. Basics Act	Anna Gremling, IMPO	5 min.
8. IMPO Certification Update – Survey open until May 1 st	Anna Gremling, IMPO	5 min.
9. Functional Classification – open until June 5 th , 2026	Anna Gremling, IMPO	1 min.
10. Big Checks – Form Due by April 24 th	Anna Gremling, IMPO	1 min.
11. Adjournment	Mayor Myers, City of Greenwood	1 min.

Indianapolis Metropolitan Planning Organization Membership List

Updated: February 10, 2026

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

<i>Proxy</i>					
Hancock County	Gary Pool	1/1/2025	12/31/2025	Hancock County Commissioners	
<i>Proxy</i>					
<i>Proxy</i>					
Hendricks County	Eric Wathen	1/1/2026	12/31/2026	Hendricks County Commissioners	
<i>Proxy</i>	Tim Dombrosky				
<i>Proxy</i>					
City of Indianapolis	Nathan Sheets	1/1/2025	12/31/2027	Mayor Joe Hogsett	
<i>Proxy</i>					
<i>Proxy</i>					
Johnson County	Luke Mastin	1/1/2026	12/31/2026	Johnson County Commissioners	
<i>Proxy</i>	Daniel Johnston				
<i>Proxy</i>					
City of Lawrence	Deb Whitfield	1/1/2026	12/31/2026	Mayor Deb Whitfield	
<i>Proxy</i>	Jim Perron				
<i>Proxy</i>					
City of Lebanon	Matt Gentry	1/1/2025	12/31/2025	Mayor Deb Whitfield	
<i>Proxy</i>					
<i>Proxy</i>					
Town of McCordsville	Timm Gropp	1/1/2026	12/31/2026	McCordsville Town Council	
<i>Proxy</i>	Ryan Crum				
<i>Proxy</i>	Mark Witsman				
Town of Mooresville	Mark Mathis	1/1/2025	12/31/2025	Mooresville Town Council	
<i>Proxy</i>					
<i>Proxy</i>					
Morgan County	Eddie Fisher	1/1/2026	12/31/2026	Morgan County Commissioners	
<i>Proxy</i>	Charles Wilson				
<i>Proxy</i>					
Town of New Palestine	-	1/1/2025	12/31/2025	New Palestine Town Council	
<i>Proxy</i>					
<i>Proxy</i>					
City of Noblesville	Chris Jenson	1/1/2026	12/31/2026	Mayor Chris Jenson	
<i>Proxy</i>	Matt Light				
<i>Proxy</i>	Alison Krupski				
Town of Pittsboro	Jason Love	1/1/2025	12/31/2025	Pittsboro Town Council	
<i>Proxy</i>					
<i>Proxy</i>					
Town of Plainfield	Andrew Klinger	1/1/2026	12/31/2026	Plainfield Town Council	
<i>Proxy</i>	Scott Singleton				
<i>Proxy</i>					
Shelby County	Desiree Calderella	1/1/2025	12/31/2025	Shelby County Commissioners	
<i>Proxy</i>					
<i>Proxy</i>					
City of Southport	Jim Cooney	1/1/2025	12/31/2025	Mayor Jim Cooney	
<i>Proxy</i>	Alissa Newhouse				
<i>Proxy</i>					
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
Transportation Policy Committee Meeting
Minutes February 18, 2026
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	Mike Hollibaugh	✓	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
✓	Hamilton County	Bradley Davis	✓	City of Beech Grove	Tim Cochran
✓	Morgan County	Kyle Swalls	✓	INDOT	Amy Groff

Others Present

Anna Gremling – Indianapolis MPO	Jen Higginbotham – Indianapolis MPO
Sean Northup - Indianapolis MPO	Jennifer Krull – Indianapolis MPO
Andrea Miller – Indianapolis MPO	Annie Dixon – Indianapolis MPO
Joti Martin – Indianapolis MPO	Dan Malsom – Kimley-Horn
Amanda Meyer – CIRTA	Nicole Black - GAI
Kate Zale – EMCS	Julie Surber – VS Engineering
Sandra Flum - INDOT	Stacie Conner – VS Engineering
Abbi Raven – Ice Miller	Patrick Tamm – Ice Miller

1. WELCOME

Mayor Barnett called the meeting to order at 9:01am and asked attendees to introduce themselves.

2. STATE HOUSE LEGISLATIVE UPDATE

Ice Miller discussed updated from the current session.

Abbi Raven and Patrick Tamm represents the IMPO at the State House. They notated this is a non-budget year

and they were in the middle of a short session. The redistricting bill did not pass.

HB1001 - HOUSING MATTERS Provides the following are permitted uses that are approved without a hearing: (1) Single family dwellings and duplexes in residential zones. (2) An accessory dwelling unit within a single family dwelling. (3) Affordable housing on property purchased by a religious institution before January 1, 2025, in a residential or commercial zone. On 01/28/26 it was referred to Senate.

HB1210 – DEPARTMENT OF LOCAL GOVERNMENT FINANCE Requires a municipal entity that hires or retains a municipal adviser to complete a competitive process at least once every two years to select the municipal adviser. Makes changes to the amount of supplemental wagering tax that the treasurer of state is required to pay to the riverboat operating in Gary. Changes reporting requirements by governing bodies to the DLGF regarding guaranteed savings contracts and energy efficient programs used by school corporations. Provides that the property tax rate for the levy imposed to be used for the replacement of fire protection territory equipment is considered part of the maximum permissible ad valorem property tax levy and may not exceed \$0.0333 per \$100 of assessed value. As of February 2, 2026, this is on it Third Reading for House Bills.

HB1333- LAND USE AND DEVELOPMENT - Requires a development that is sited on land: (1) in an area zoned agricultural; and (2) comprised of certain capability classes of soils; to be a permitted use. Extends governmental immunity to a private entity or nonprofit entity that has executed certain agreements under the Indiana brownfields program. Provides that before a qualified data center user may use a specific transaction award certificate issued after June 30, 2026, to purchase qualified data center equipment eligible for the state gross retail tax exemption, the qualified data center user and a local unit that issues after June 30, 2026, a permit authorizing the development, construction, or operation of the qualified data center in the unit shall enter into a written agreement that includes a commitment by the qualified data center user to contribute to the local unit an amount equal to at least 1% of the amount of taxes that are not paid on each purchase of qualified data center equipment.

SB179 – INDIANA DEPARTMENT OF TRANSPORTATION Allows the Indiana department of transportation (department)

to assume the responsibilities and duties of the United States Department of Transportation with respect to certain federal environmental laws. Provides that the department waives its civil immunity and consents to the jurisdiction of

the federal courts for responsibilities and duties assumed under certain federal environmental laws. As of January 29, 2026, it was referred to the House Roads and Transportation.

ITEMS FOR APPROVAL

3. MINUTES FROM DECEMBER 3, 2025, JOINT POLICY AND TECH COMMITTEE MEETING

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

Member	Result
City of Beech Grove	Approve
Hamilton County	Approve
Johnson County	Approve
Morgan County	Approve
City of Lawrence	Approve

Member	Result
Town of Danville	Approve
Town of Zionsville	Approve
Hendricks County	Approve
City of Greenfield	Approve

Member	Result
City of Carmel	Approve
City of Noblesville	Approve
IndyGo	Approve
CIRTA	Approve

James Perron moved to approve the minutes from December 3, 2025

Ryan Wilhite second the motion. A voice vote was conducted.

There minutes were approved.

MOTION PASSES

4. **MINUTES FROM OCTOBER 15, 2025, POLICY COMMITTEE MEETING**

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

Member	Result
City of Beech Grove	Approve
Hamilton County	Approve
Johnson County	Approve
Morgan County	Approve
City of Lawrence	Approve

Member	Result
Town of Danville	Approve
Town of Zionsville	Approve
Hendricks County	Approve
City of Greenfield	Approve

Member	Result
City of Carmel	Approve
City of Noblesville	Approve
IndyGo	Approve
CIRTA	Approve

James Perron moved to approve the minutes from October 15, 2025

Ryan Wilhite second the motion. A voice vote was conducted.

There minutes were approved.

MOTION PASSES

5. **IMPO Executive Committee Election**

Anna Gremling opened the discussion for the 2026 IMPO Executive Committee Election for several positions. The positions are elected from the Transportation Policy Committee with seats allocated to the different government types that participate in the IMPO. There were (3) open seats which required voting. The first was for Mayor James Coffman, the mayor of Beech Grove which was formally held by Mayor Buckley. There were no opposing votes for Mayor James Coffman and approval was received for Mayor Coffman to join the Executive Committee. The next approval was for Commissioner Mark Heirbrandt, who is a current Executive Committee member, to extend his membership for another 2 years. It was unanimous for Mark Heirbrandt to continue to serve. Finally, there was a vote for Ryan Cannon, Town Manager of Avon, who is currently on the Executive Committee, to extend his membership for another 2 years. There were no opposing votes and approval was received for Ryan Cannon to continue with the Executive Committee for another 2 years. These elected members will join the current members, who are Todd Wilson, Jen Pyrz, Mayor Mark Myers, Eric Wathen, Andrew Klinger, and Mayor Steve Barnett.

Member	Result
City of Beech Grove	Approve
Hamilton County	Approve
Johnson County	Approve
Morgan County	Approve
City of Lawrence	Approve

Member	Result
Town of Danville	Approve
City of Zionsville	Approve
Hendricks County	Approve
City of Greenfield	Approve

Member	Result
City of Carmel	Approve
City of Noblesville	Approve
IndyGo	Approve
CIRTA	Approve

Luke Mastin moved approve the IMPO Executive Commission elections.

James Perron seconded the motion. A voice vote was conducted.

The results from the elections were approved.

MOTION PASSES.

6. METROPOLITAN TRANSPORTATION PLAN AMENDMENT #3

Joti Martin provided an update on this matter. 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 today’s meeting. Comments received will be shared with the Committees. This amendment meets all requirements for transportation conformity. This includes Hamilton County, Marion County and Hendricks County.

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

Member	Result
City of Beech Grove	Approve
Hamilton County	Approve
Johnson County	Approve
Morgan County	Approve
City of Lawrence	Approve

Member	Result
Town of Danville	Approve
Town of Zionsville	Approve
Hendricks County	Approve
City of Greenfield	Approve
	Approve

Member	Result
City of Carmel	Approve
City of Noblesville	Approve
IndyGo	Approve
CIRTA	Approve

Matt Light moved to approve resolution 2026-IMPO-001
Jim Perron seconded the motion
 The resolution was approved.
 MOTION PASSES

7. TRANSPORTATION IMPROVEMENT PROGRAM 2026-2029

Anna Gremling provided an update on the Transportation Improvement Program. Before presenting it was noted that Cole Jackson was no longer with the IMPO, and the replacement will be starting on February 23, 2026. It was discussed the MPO received 13 INDOT amendments, stemming from 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 during today’s meeting.

Mayor Barnett opened a public hearing for Resolution 2025-IMPO-002, heard no comments, and closed the public hearing.

Member	Result
City of Beech Grove	Approve
Hamilton County	Approve
Johnson County	Approve
Morgan County	Approve
City of Lawrence	Approve

Member	Result
Town of Danville	Approve
City of Zionsville	Approve
Hendricks County	Approve
City of Greenfield	Approve

Member	Result
City of Carmel	Approve
City of Noblesville	Approve
IndyGo	Approve
CIRTA	Approve

Jim Perron moved to approve resolution 2026-IMPO-002
Matt Light seconded the motion
 The resolution was approved.
 MOTION PASSES

Mayor Barnett opened a public hearing for Resolution 2025-IMPO-003, heard no comments, and closed the public hearing.

Member	Result
City of Beech Grove	Approve
Hamilton County	Approve
Johnson County	Approve
Morgan County	Approve
City of Lawrence	Approve

Member	Result
Town of Danville	Approve
City of Zionsville	Approve
Hendricks County	Approve
City of Greenfield	Approve

Member	Result
City of Carmel	Approve
City of Noblesville	Approve
IndyGo	Approve
CIRTA	Approve

Jim Perron moved to approve resolution 2026-IMPO-003
Ryan Wilhite seconded the motion
 The resolution was approved.
 MOTION PASSES

STATUS REPORTS

8. **SAFETY ACTION PLAN**

Andrea Miller introduced the vendor, Daniel Malsom, who would be providing the update. Daniel Malsom is with Kimley-Horn and presented key factors of the Safety Action Plan. Dan notated the plan is just past the mid-point. The plan is being funded from the SS4A grant. There are required components including leadership commitment and planning analysis. This project will be wrapping up in August of this year. There will be an internal draft of the findings to the IMPO in June. The goal is to reduce fatal and serious injury crashes by 35% by 2040.

OTHER BUSINESS

9. **OTHER ITEMS OF BUSINESS**

Anna Gremling stated the IMPO Certification will take place April 14th and April 15th. The certification is done every 4 years by the FHWA and the FTA. They will report corrective actions that are needed along with recognition for what is being done right.

ADJOURNMENT

James Perron moved to adjourn the February 18, 2026, Transportation Policy Committee meeting.
Ryan Wilhite seconded the motion. A voice call was conducted.
 The February 18, 2026, Transportation Policy Committee meeting was adjourned.
 MOTION PASSES.



Memo

To: Indianapolis MPO Policy Committees Members
From: Kristyn Sanchez, IMPO
Date: April 15, 2026
Re: Proposed 2nd 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 Q2 Amendments

The MPO received 20 INDOT amendment requests and 23 local amendment requests. A detailed list of all amendment requests can be found attached as Exhibit A.

One local amendment affects the IMPO's annual allocation. The City of Indianapolis is proposing to reduce the scope of the County Line Rd segment from Depot to Woodcreek. The project was awarded Federal Funds Exchange dollars in SFY 2027 to widen the segment from 2 to 5-lanes. In Fall 2025, the City reevaluated the need for a 5-lane section and determined that a 3-lane section would continue to meet the projects purpose and need while providing significant construction cost savings. A memo with additional information supporting this decision can be found attached as Exhibit B.

The amendments will be offered for public review and comment from April 3rd, 2026 through April 13th, 2026. Comments will also be welcomed in person during the April 15th, 2026 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/public-involvement.

Administrative Modifications/Amendments

27 administrative modifications have been processed since the February meeting. The administrative modifications are available for review on the IMPO's website or via other formats by request.

Deadlines

Q2S 2026 TIP amendment requests are due via MiTIP by June 4th.

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 TRANSPORTATION IMPROVEMENT PROGRAM**

Resolution Number 26-IMPO-004

A RESOLUTION amending the 2026-2029 Transportation Improvement Program (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.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 15th day of April 2026.

Chair
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

QUARTER Q2, 2026 INDOT 26-05.3

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	1800715	N/A	Rural St	Traffic Signal Modernization	Traffic Signals Modernization	Exempt \$7,885,548		-	-	-	\$-	\$-	-	-	-		
PROPOSED		1800715					\$8,709,709	\$824,161	PE/PL	SFY 2026	STPRH	\$1,633,211	\$1,633,211	100%	\$-	0%	remove 2023 CN funding (\$2,120,000.00), add 2025 PE funding \$1,310,950.00, add 2026 PE & RR PE funding \$1,633,211.00. correct work type, project title & description from traffic signal modification (is part of the scope of the project) to intersection improvement.	
PRIOR									CN	SFY 2023	STPRH	\$2,120,000	\$1,908,000	90%	\$-	0%		
PROPOSED									-	-	-	\$-	\$-	-	-	-		
PRIOR	INDOT	2200013	N/A	I- 65	I-65 at Main Street Interchange Improvement	Interchange Modification	Exempt \$9,501,880		-	-	-	\$-	\$-	-	-	-		
PROPOSED		2200013					\$13,717,508	\$4,215,628	PE/PL	SFY 2026	NHPP	\$2,359,301	\$2,123,371	90%	\$235,930	10%	Adding PE to FY26, updating letting date, updating CN fiscal year, adding CN to FY27	
PRIOR									CN	SFY 2030	NHPP	\$8,421,880	\$7,579,692	90%	\$842,188	10%		
PROPOSED									CN	SFY 2027	NHPP	\$216,000	\$194,400	90%	\$21,600	10%		
PRIOR									-	-	-	\$-	\$-	-	-	-		
PROPOSED									CN	SFY 2033	NHPP	\$10,062,207	\$9,055,986	90%	\$1,006,221	10%		
PRIOR	INDOT	2401389			Intersection Improvement Projects with Small Structures & Drains rehab/repairs SR 32 & Durbin Road, & SR 32 & Prairie Baptist Road	Intersection Improvement, Roundabout	Exempt \$1,100,000		-	-	-	\$-	\$-	-	-	-		
			2401390,2401471															

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
PROPOSED	2401389						\$6,761,285	\$5,661,285	PE/PL	SFY 2027 HSIP-ST		\$495,285	\$445,758	90%	\$49,527	10%	added FY27 PE & FY29 CN - S Doyle 3/19/26	
PRIOR									-	-	-	\$-	\$-	-	-	-		
PROPOSED									CN	SFY 2029 HSIP-ST		\$5,166,000	\$4,649,400	90%	\$516,600	10%		
PRIOR	INDOT	2401203	2401474	SR 38	District Bridge Project (Rehabilitation) Bridge Deck Overlay and Small Structures & Drains Construction over BRANCH STONY CREEK	Bridge Deck Overlay	Exempt \$250,000		-	-	-	\$-	\$-	-	-	-		
PROPOSED		2401203					\$1,800,000	\$1,550,000	CN	SFY 2029 Other		\$1,550,000	\$1,240,000	80%	\$310,000	20%	added FY29 CN funds - S Doyle 3/19/26	
NEW	INDOT	2600052	N/A	I- 65	Raised Pavement Markings, Refurbished	Raised Pavement Markings, Refurbished	Exempt \$547,000	\$547,000	PE/PL	SFY 2027 HSIP-ST		\$115,000	\$103,500	90%	\$11,500	10%	NEW PROJECT	
NEW									CN	SFY 2029 HSIP-ST		\$432,000	\$388,800	90%	\$43,200	10%		
NEW	INDOT	2600056	N/A		Raised Pavement Markings, Refurbished, various locations	Raised Pavement Markings, Refurbished	Exempt \$715,000	\$715,000	PE/PL	SFY 2027 HSIP-ST		\$150,000	\$135,000	90%	\$15,000	10%	NEW PROJECT	
NEW									CN	SFY 2030 HSIP-ST		\$565,000	\$508,500	90%	\$56,500	10%		
NEW	INDOT	2301232	N/A		Pavement Marking Project in Greenfield District	Raised Pavement Markings, Refurbished	Exempt \$700,000	\$700,000	CN	SFY 2028 HSIP-ST		\$700,000	\$630,000	90%	\$70,000	10%	NEW PROJECT	
NEW	INDOT	2600077	N/A		Greenfield District Access Control	Access Control	Exempt \$2,187,000	\$2,187,000	PE/PL	SFY 2026 STPSM		\$431,000	\$345,000	80%	\$86,000	20%	NEW PROJECT	
NEW									CN	SFY 2030 STPSM		\$1,756,000	\$1,405,000	80%	\$351,000	20%		
NEW	INDOT	2600079	N/A		I-70 and Hwy 40 Traffic Signal Improvement Project	Traffic Signals Modernization	Exempt \$4,442,000	\$4,442,000	PE/PL	SFY 2026 STPSM		\$896,000	\$717,000	80%	\$179,000	20%	NEW PROJECT	
NEW									CN	SFY 2030 STPSM		\$3,546,000	\$2,837,000	80%	\$709,000	20%		
NEW	INDOT	2600091	N/A		Traffic Signal Modernization I-65 & 30th St. and I-65 & West St.	Traffic Signals Modernization	Exempt \$1,201,000	\$1,201,000	PE/PL	SFY 2026 STPSM		\$241,000	\$193,000	80%	\$48,000	20%	NEW PROJECT	
NEW									CN	SFY 2029 STPSM		\$960,000	\$768,000	80%	\$192,000	20%		
NEW	INDOT	2600078	N/A		Greenfield District Intersection Improvement Project	Safety Revisions	Exempt \$3,013,119	\$3,013,119	PE/PL	SFY 2026 STPSM		\$381,408	\$305,126	80%	\$76,282	20%	NEW PROJECT	
NEW									CN	SFY 2029 STPSM		\$2,631,711	\$2,105,369	80%	\$526,342	20%		
NEW	INDOT	2301153	N/A		SR 13 District Pavement Project Hamilton & Madison Counties	Small Structures & Drains Construction	Exempt \$1,740,000	\$1,740,000	PE/PL	SFY 2026 STPSM		\$503,000	\$403,000	80%	\$100,000	20%	NEW PROJECT	
NEW									CN	SFY 2028 STPSM		\$1,237,000	\$990,000	80%	\$247,000	20%		
NEW	INDOT	2500961	N/A	I- 465	I-465 WB TO I-465 SB over I-865, RAMP, 02.19 W US 421; District Bridge Project (Replacement)	Replace Superstructure	Exempt \$7,645,000	\$7,645,000	PE/PL	SFY 2026 NHS		\$720,000	\$648,000	90%	\$72,000	10%	NEW PROJECT	
NEW									PE/PL	SFY 2027 NHS		\$388,000	\$349,000	90%	\$39,000	10%		
NEW									CN	SFY 2030 NHS		\$6,537,000	\$5,883,000	90%	\$654,000	10%		
NEW	INDOT	2600095	N/A		IDIQ Bridge Repairs Seymour District	Bridge Maintenance And Repair	Exempt \$1,000,000	\$1,000,000	CN	SFY 2027 NHPP		\$1,000,000	\$900,000	90%	\$100,000	10%	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	INDOT	2600154	N/A	I- 65	Tree removal/clearing	Roadside Maintenance, Tree Remov/Trimmg	Exempt	\$753,115	\$753,115	PE/PL	SFY 2027 HSIP-ST	\$142,738	\$128,464	90%	\$14,274	10%	NEW PROJECT	
NEW									CN	SFY 2028 HSIP-ST	\$610,377	\$549,339	90%	\$61,038	10%			
NEW	INDOT	2600222	N/A		Greenfield District Safety Revisions Project	Safety Revisions	Exempt	\$727,000	\$727,000	CN	SFY 2029 STPSM	\$727,000	\$582,000	80%	\$145,000	20%	NEW PROJECT	
NEW	INDOT	2600198	N/A	I- 70	Lynhurst Drive over I-70 District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay	Exempt	\$302,667	\$302,667	CN	SFY 2028 NHS	\$302,667	\$272,401	90%	\$30,266	10%	NEW PROJECT	
NEW	INDOT	2600203	N/A	I- 465	District Project (Rehabilitation Bridge) I-465 over Lick Creek	Bridge Maintenance And Repair	Exempt	\$229,250	\$229,250	CN	SFY 2028 NHS	\$229,250	\$206,325	90%	\$22,925	10%	NEW PROJECT	
NEW	INDOT	2600204	N/A	I- 465	District Bridge Project (Rehabilitation) RAMP US31S - I465E over I-465 and RAMPS	Bridge Thin Deck Overlay	Exempt	\$177,426	\$177,426	CN	SFY 2028 NHS	\$177,426	\$159,684	90%	\$17,742	10%	NEW PROJECT	
NEW	INDOT	2201247	N/A		Lighting Project (New/Modernized) at Various Interchanges	Repair Or Replace Lighting	Exempt	\$4,058,258	\$4,058,258	CN	SFY 2027 HSIP-ST	\$4,058,258	\$3,652,432	90%	\$405,826	10%	NEW PROJECT	

QUARTER Q2, 2026 LOCAL 26-05.4

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	Boone County	2501443	N/A	CR 300 S	CR 300 S and CR 975 E Roundabout	Intersection or Intersection Groups	Exempt	\$7,325,977	\$7,325,977	PE/PL	SFY 2027 STP4RM	\$730,018	\$584,014	80%	\$146,004	20%	NEW PROJECT	
NEW										ROW	SFY 2029 STP4RM	\$1,140,000	\$912,000	80%	\$228,000	20%		
NEW										CN	SFY 2032 STP4RM	\$4,848,660	\$3,878,928	80%	\$969,732	20%		
NEW										CE	SFY 2032 STP4RM	\$607,299	\$485,839	80%	\$121,460	20%		
NEW	Hancock County	2501407	N/A	CR 200W	New Roundabout at CR 200W and CR 500N	Intersection or Intersection Groups	Exempt	\$3,345,500	\$3,345,500	PE/PL	SFY 2027 HSIP-ST	\$438,000	\$394,200	90%	\$43,800	10%	NEW PROJECT	
NEW										ROW	SFY 2029 HSIP-ST	\$170,000	\$153,000	90%	\$17,000	10%		
NEW										CN	SFY 2032 HSIP-ST	\$2,409,000	\$2,168,100	90%	\$240,900	10%		
NEW										CE	SFY 2032 HSIP-ST	\$328,500	\$295,650	90%	\$32,850	10%		
NEW	Hancock County	2501409	N/A	CR 400W	New Roundabout at CR 400W and CR 300N	Intersection or Intersection Groups	Exempt	\$3,155,000	\$3,155,000	PE/PL	SFY 2027 HSIP-ST	\$408,000	\$367,200	90%	\$40,800	10%	NEW PROJECT	
NEW										ROW	SFY 2029 HSIP-ST	\$95,000	\$85,500	90%	\$9,500	10%		
NEW										CN	SFY 2032 HSIP-ST	\$2,346,000	\$2,111,400	90%	\$234,600	10%		
NEW										CE	SFY 2032 HSIP-ST	\$306,000	\$275,400	90%	\$30,600	10%		
NEW	Hancock County	2501391	N/A	CR 300W	Bridge 75 - CR 300W over Little Sugar Creek	Bridge Rehabilitation	Exempt	\$1,205,500	\$1,205,500	PE/PL	SFY 2027 LOCBR	\$176,000	\$140,800	80%	\$35,200	20%	NEW PROJECT	
NEW										ROW	SFY 2029 LOCBR	\$17,500	\$14,000	80%	\$3,500	20%		
NEW										CN	SFY 2030 LOCBR	\$880,000	\$704,000	80%	\$176,000	20%		
NEW										CE	SFY 2030 LOCBR	\$132,000	\$105,600	80%	\$26,400	20%		
NEW	Hancock County	2501408	N/A	CR 600W	New Roundabout at CR 600W and CR 900N	Intersection or Intersection Groups	Exempt	\$7,823,350	\$7,823,350	PE/PL	SFY 2027 HSIP-ST	\$711,450	\$569,160	80%	\$142,290	20%	NEW PROJECT	
NEW										ROW	SFY 2029 HSIP-ST	\$361,900	\$289,520	80%	\$72,380	20%		
NEW										CN	SFY 2032 HSIP-ST	\$5,940,000	\$4,752,000	80%	\$1,188,000	20%		
NEW										CE	SFY 2032 HSIP-ST	\$810,000	\$648,000	80%	\$162,000	20%		
PRIOR	Indianapolis DPW	2411FFE	2002553	County Line Rd	County Line Rd. Widening from Depot to Woodcreek Dr	Existing Roadway Widening	Non-Ex	\$8,053,200		PE/PL	SFY 2026	\$290,000	\$-	0%	\$290,000	100%		

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
PROPOSED	2411FFE			County Line Road Improvements Depot Drive to Woodcreek Drive	Roadway Reconstruction		\$6,305,000	\$-1,748,200	PE/PL	SFY 2026		\$530,000	\$-	0%	\$530,000	100%	This project was originally awarded to widen County Line Road from a two-lane section to a five-lane section, with particular emphasis on improving capacity and operations at the all-way stop-controlled (AWSC) intersection of County Line Road and Railroad Road. The project is being designed and will	
PRIOR									CN	SFY 2027 STATE		\$6,873,200	\$5,498,560	80%	\$1,374,640	20%		
PROPOSED									CN	SFY 2028 STATE		\$5,250,000	\$4,200,000	80%	\$1,050,000	20%		
PRIOR									CE	SFY 2027 STATE		\$590,000	\$472,000	80%	\$118,000	20%		
PROPOSED									CE	SFY 2028 STATE		\$525,000	\$420,000	80%	\$105,000	20%		
PRIOR									PE/PL	SFY 2025		\$300,000	\$-	0%	\$300,000	100%		
PROPOSED									-	-	-	\$-	\$-	-	0%			
NEW	IndyGo	IND-27-250	N/A	2027 Subrecipients 5339 allocation	Transit Enhancement Capital Projects	Exempt	\$625,000	\$625,000	PE/PL	SFY 2027 SEC5339		\$625,000	\$500,000	80%	\$125,000	20%	NEW PROJECT	
NEW	IndyGo	IND-28-252	N/A	2028 Subrecipients 5339 allocation	Transit Enhancement Capital Projects	Exempt	\$625,000	\$625,000	PE/PL	SFY 2027 SEC5339		\$625,000	\$500,000	80%	\$125,000	20%	NEW PROJECT	
NEW	IndyGo	IND-29-256	N/A	2029 Subrecipients 5339 allocation	Transit Enhancement Capital Projects	Exempt	\$625,000	\$625,000	PE/PL	SFY 2027 SEC5339		\$625,000	\$500,000	80%	\$125,000	20%	NEW PROJECT	
NEW	IndyGo	IND-27-251	N/A	2027 5310 Formula Funding for IndyGo and Subrecipient Vehicle's	Transit Enhancement Capital Projects	Exempt	\$3,042,800	\$3,042,800	PE/PL	SFY 2027 SEC5310		\$3,042,800	\$2,535,667	83%	\$507,133	17%	NEW PROJECT	
NEW	IndyGo	IND-28-253	N/A	2028 5310 Formula Funding for IndyGo and Subrecipient Vehicle's	Transit Enhancement Capital Projects	Exempt	\$2,617,362	\$2,617,362	PE/PL	SFY 2028 SEC5310		\$2,617,362	\$2,093,890	80%	\$523,472	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-29-257	N/A	2029 5310 Formula Funding for IndyGo and Subrecipient Vehicle's	Transit Enhancement Capital Projects	Exempt	\$3,241,810	\$3,241,810	PE/PL	SFY 2029	SEC5310	\$3,241,810	\$2,701,508	83%	\$540,302	17%	NEW PROJECT	
NEW	IndyGo	IND-27-252	N/A	2027 Taxi Vouchers	Transit Enhancement Capital Projects	Exempt	\$300,000	\$300,000	PE/PL	SFY 2027	SEC5310	\$300,000	\$150,000	50%	\$150,000	50%	NEW PROJECT	
NEW	IndyGo	IND-28-254	N/A	2028 Taxi Vouchers	Transit Enhancement Capital Projects	Exempt	\$300,000	\$300,000	PE/PL	SFY 2028	SEC5310	\$300,000	\$150,000	50%	\$150,000	50%	NEW PROJECT	
NEW	IndyGo	IND-29-258	N/A	2029 Taxi Vouchers	Transit Enhancement Capital Projects	Exempt	\$300,000	\$300,000	PE/PL	SFY 2029	SEC5310	\$300,000	\$150,000	50%	\$150,000	50%	NEW PROJECT	
NEW	IndyGo	IND-28-251	N/A	2028 Subrecipients 5307 allocation	Transit Enhancement Capital Projects	Exempt	\$5,316,912	\$5,316,912	PE/PL	SFY 2028	SEC5307	\$5,316,912	\$2,658,456	50%	\$2,658,456	50%	NEW PROJECT	
NEW	IndyGo	IND-29-254	N/A	2029 Subrecipients 5307 allocation	Transit Enhancement Capital Projects	Exempt	\$5,316,912	\$5,316,912	PE/PL	SFY 2029	SEC5307	\$5,316,912	\$2,658,456	50%	\$2,658,456	50%	NEW PROJECT	
NEW	IndyGo	IND-29-251	N/A	2029 5307 Preventative Maintenance	Transit Enhancement Capital Projects	Exempt	\$12,500,000	\$12,500,000	PE/PL	SFY 2029	SEC5307	\$12,500,000	\$10,000,000	80%	\$2,500,000	20%	NEW PROJECT	
NEW	IndyGo	IND-29-252	N/A	2029 5307 Non Fixed Route ADA Paratransit Service	Transit Enhancement Capital Projects	Exempt	\$6,293,492	\$6,293,492	PE/PL	SFY 2029	SEC5307	\$6,293,492	\$5,034,794	80%	\$1,258,698	20%	NEW PROJECT	
NEW	IndyGo	IND-29-253	N/A	2029 5307 Security	Transit Enhancement Capital Projects	Exempt	\$613,209	\$613,209	PE/PL	SFY 2029	SEC5307	\$613,209	\$490,567	80%	\$122,642	20%	NEW PROJECT	
NEW	Johnson County	2501444	N/A	CR 250 S Johnson County Bridge 36 Rehabilitation	Bridge Rehabilitation	Exempt	\$2,518,200	\$2,518,200	PE/PL	SFY 2027	LOCBR	\$289,200	\$231,360	80%	\$57,840	20%	NEW PROJECT	
NEW									ROW	SFY 2029	LOCBR	\$60,000	\$48,000	80%	\$12,000	20%		
NEW									CN	SFY 2031	LOCBR	\$1,928,000	\$1,542,400	80%	\$385,600	20%		
NEW									CE	SFY 2031	LOCBR	\$241,000	\$192,800	80%	\$48,200	20%		
NEW	Johnson County	2501450	N/A	Division Rd Johnson County Bridge 63 Replacement	Bridge Replacement	Exempt	\$3,280,650	\$3,280,650	PE/PL	SFY 2027	LOCBR	\$378,900	\$303,120	80%	\$75,780	20%	NEW PROJECT	
NEW									ROW	SFY 2029	LOCBR	\$60,000	\$48,000	80%	\$12,000	20%		
NEW									CN	SFY 2032	LOCBR	\$2,526,000	\$2,020,800	80%	\$505,200	20%		
NEW									CE	SFY 2032	LOCBR	\$315,750	\$252,600	80%	\$63,150	20%		
NEW	Morgan County	2300146	N/A	Morgan Countywide Bridge Inspection and Inventory Program	Bridge - Other	Exempt	\$550,546	\$550,546	PE/PL	SFY 2027	LOCBR	\$245,859	\$196,687	80%	\$49,172	20%	NEW PROJECT	
NEW									PE/PL	SFY 2028	LOCBR	\$15,700	\$12,560	80%	\$3,140	20%		
NEW									PE/PL	SFY 2029	LOCBR	\$273,306	\$218,645	80%	\$54,661	20%		
NEW									PE/PL	SFY 2030	LOCBR	\$15,681	\$12,545	80%	\$3,136	20%		

EXHIBIT B



TO: INDOT and IMPO

FROM: Mark St. John, P.E.
Chief Engineer, Indianapolis DPW

SUBJECT: County Line Road, Project Design Study
DPW PROJ. NO.: ST-45-067
STATE PROJ NOS.: Des 2002553 & 2100122

OVERVIEW:

New traffic counts and modeling indicate that the purpose and need of the project can be met with a reduction in the project scope. Indianapolis Department of Public Works (DPW) directed our design consultant, HNTB to investigate options for the project that would reduce construction costs, while meeting the original purpose and need. The only significant limitation placed on this study was that no additional right of way was to be acquired, beyond those already completed for the original project scope. HNTB conducted a comprehensive design study and presented options for reduction in project scope on January 14, 2026. A summary of the major findings of this study are presented herein.

PURPOSE AND NEED:

The original Purpose and Need of the project as documented in the approved environmental document are summarized below:

Purpose:

- Address capacity deficiencies.
 - Reduce traffic congestion and improve arterial level of service to LOS D or better in the design year of 2045.
- Improve east-west mobility.
 - Provide appropriate pedestrian and bicycle facilities.
 - Provide adequate vehicular mobility and address potential for bottlenecks.
- Address geometric deficiencies.
 - Correct the substandard sharp vertical curve improve sight distance at the intersection of South County Line Road/Morgantown Road
 - Address the narrow lanes and lack of shoulders.
 - Address the lack of turn lanes.
- Improve safety.
 - Reduce the number of rear end crashes on the facility.

Need:

- Improve Level of Services to address capacity deficiencies.
- Improve Mobility by providing additional capacity and multi-use facilities.
- Improve Safety by addressing geometric deficiencies.

Several alternatives were investigated and documented within the approved environmental document to meet purpose and need.

The preferred alternative was for a five-lane section with sidewalk and multi-use path, by constructing added travel lanes, correcting the vertical sight distance at Morgantown Road, and constructing a multi-use trail and sidewalk, the original proposed project met the purpose and need by addressing capacity deficiencies, improving east-west mobility, addressing geometric deficiencies, and improving safety.

A three-lane alternative was also investigated. This alternative adds a two-way left-turn lane to the center of South County Line Road, bringing the total number of lanes to three. This alternative would help with turning movements, but based on the original volume of traffic, it would not meet capacity needs. However, with reduced forecast traffic growth, this alternative will now meet the need for added capacity and safety.

A do nothing alternative was also investigated and was determined to not meet the purpose and need of this project as it does not address capacity, mobility, or safety.

TRAFFIC ANALYSIS:

In 2019, traffic volumes were forecasted along County Line Rd. In 2026, these volumes were updated based on 2025 turning movement counts and updated Indianapolis Metropolitan Planning Organization (IMPO) model runs for a 2050 Build and 2050 No Build condition. The model runs were used to estimate growth rates for each analysis segment, which were then applied to the 2025 counts to calculate future volumes.

Table 1 compares the old forecast with the updated volumes.

Table 1. 2019 Forecast compared with Revised Forecast (AADT)

Road	Segment	2019 Forecast		Revised Forecast		
		2023	2043	2025 Count	2050 2-Lane Forecast	2050 4-Lane Forecast
County Line Rd	SR 37 to Morgantown	9,900	33,200	13,250	15,170	16,410
	Morgantown to Railroad	11,400	31,700	11,610	14,240	16,410
	Railroad to SR 135	--	--	11,620	14,040	16,350
Morgantown Rd	North of County Line Rd	8,400	9,500	5,870	9,010	9,010
Morgantown Rd	South of County Line Rd			8,890	10,390	10,390
Railroad Rd/ Peterman Rd	North of County Line Rd	5,700	9,100	5,210	7,990	7,990
Railroad Rd/ Peterman Rd	South of County Line Rd			5,430	6,340	6,340

Level of Service (LOS) calculations are based off peak hour and daily volumes, using thresholds from [Arterial Generalized Service Volume Tables](#) for suburban residential areas. Operations on County Line Rd will largely be dictated by intersection control at Morgantown Rd and Railroad Rd, with the revised traffic forecasts now showing that the two-lane segments will operate at an acceptable LOS. **Table 2** compares the 2025 counts, 2050 No Build forecast, and 2050 Build forecast volumes with their associated level of service rating.

Table 2. County Line Rd Peak Hour Level of Service Comparison

Peak Hour	Road	Segment	2025 Count				2050 No Build Forecast				2050 Build Forecast			
			EB	WB	Total	LOS	EB	WB	Total	LOS	EB	WB	Total	LOS
AM	County Line Rd	Morris to Morgantown	384	603	987	C	453	855	1,308	C	542	960	1,502	C
		Morgantown to Railroad	394	458	852	C	466	587	1,053	C	556	670	1,226	C
		Railroad to SR 135	410	369	779	C	548	436	984	C	627	521	1,148	C
PM	County Line Rd	Morris to Morgantown	706	470	1,176	C	835	637	1,472	C	996	726	1,722	D
		Morgantown to Railroad	477	491	968	C	623	676	1,299	C	718	766	1,484	C
		Railroad to SR 135	404	430	834	C	534	508	1,042	C	612	606	1,218	C

PROJECT REVISIONS:

The following is a summary of the revised design scope of the project:

Lane Configurations:

- 3 lanes from west end to last drive west of Morgantown Road (650 feet), approx. 5165 W. County Line Road.
- 2 lanes from above through Morgantown Road intersection, to first drive east of Pleasant Run Creek (1,600 feet), approx. 1920 W. County Line Road.
- Pleasant Run Creek bridge will be two-lane configuration.
- 3 lanes from above through remainder of corridor to the east (5,500 feet).

Intersection Configurations:

- Roundabout at Morgantown Road, with two lane standard configuration. The existing configuration is signalized.
- Signalized at Railroad Road, with a three-lane configuration. The existing configuration is four way stop signs.

Major Incidentals:

- The reduced width and using a lower design speed reduces the quantity and depth of the excavation at the hill cut near the west end of the project.
- Enclosed Drainage system to be utilized.
- Incorporate raised medians where possible to deter center lane passing attempts in TWLTL.
- South side sidewalk will remain.
- Orientation of cross sections to accommodate tree plantings.

For Plan view of the revised project, please see attached exhibit.

SCHEDULE RISKS:

The project is currently scheduled for a December 2026 letting date. With a new scope several significant tasks are required. Each of these tasks present a schedule concern, summarized below:

- Re-design – the task involves a substantial re-design of nearly all elements of the project. Risks associated with this task are largely manageable and within control of HNTB and DPW.
- Environmental Document – Additional Information will need to be prepared to document the change in preferred alternative, this will include a new public information session and review

periods by INDOT and FHWA. FHWA reviews are taking longer than in the past, apparently due to staff reductions.

- Utility Coordination process will be restarted. The reduced project scope provides additional space for relocations. With state law giving utilities 120 days to submit documents, there will be limited time to execute relocations prior to letting.
- Railroad Coordination will be restarted with a new crossing width.

SUMMARY:

With the newly available traffic data, DPW can right size the project in terms of construction costs, while also eliminating the possibility of an underutilized five-lane section. Underutilized five-lane sections of roadway tend to have more severe accidents than a fully utilized section does. DPW intends to move forward with the re-design of the project using the reduced scope.


To mitigate schedule risks to the project, DPW is requesting a change in the letting date. The safest change would be to shift the letting and funding to Fiscal Year 2028 and let the project around December 2027. Doing so will provide adequate time for review and approval of the Environmental Document Additional Information and allow for utilities to be relocated ahead of construction.

Calculations For	2026 MPO Call for FY 2028 Projects		
Made by	TAM	Date	3/20/2026
Checked by	CFS	Date	3/23/2026
Backchecked by	BTS	Date	3/23/3036



Title: South County Line Road - Part II (Rock Island Ct to 185+00, Railroad Rd Intersection Improvements)

Pay Item No.	Item	Unit	Quantity	Unit Cost	Total Cost	(SFY 2028) Compounded Interest (4.75%)
105-06845	Construction Engineering	LS	1	\$77,000.00	\$77,000.00	\$84,500.00
110-01001	Mobilization and Demobilization	LS	1	\$192,000.00	\$192,000.00	\$210,700.00
201-52370	Clearing Right of Way	LS	1	\$77,000.00	\$77,000.00	\$84,500.00
202-02279	Curb and Gutter, Remove	LFT	878	\$11.00	\$9,658.00	\$10,600.00
203-02000	Common Excavation	CYS	6,644	\$36.00	\$239,184.00	\$262,400.00
205-11626	Pump Around	EACH	1	\$17,500.00	\$17,500.00	\$19,200.00
205-12618	SWQCP Preparation	LS	1	\$77,000.00	\$77,000.00	\$84,500.00
207-08264	Subgrade Treatment, Type II	SYS	1,789	\$31.00	\$55,459.00	\$60,900.00
207-12635	Subgrade Treatment, Type IBC	SYS	12,661	\$13.00	\$164,593.00	\$180,600.00
211-09264	Structure Backfill	CYS	1,497	\$51.00	\$76,347.00	\$83,800.00
214-12239	Geotextile for Pavement, Type 2B	SYS	3,799	\$5.00	\$18,995.00	\$20,800.00
301-12234	Compacted Aggregate No. 53	CYS	1,676	\$83.00	\$139,108.00	\$152,600.00
401-000005	QC/QA-HMA, 3, 58H, Surface, 9.5 mm	TON	890	\$117.00	\$104,130.00	\$114,300.00
401-000041	QC/QA-HMA, 3, 58H, Intermediate, 19.0 mm	TON	1,484	\$110.00	\$163,240.00	\$179,100.00
401-000053	QC/QA-HMA, 3, 58S, Base, 19.0 mm	TON	3,857	\$99.00	\$381,843.00	\$419,000.00
401-000067	QC/QA-HMA, 4, 58E, Intermediate, OG, 19.0 mm	TON	1,349	\$96.00	\$129,504.00	\$142,100.00
406-05520	Asphalt for Tack Coat	TON	12	\$393.00	\$4,716.00	\$5,200.00
604-05528	HMA For Sidewalk	TON	184	\$124.00	\$22,816.00	\$25,000.00
604-06070	Sidewalk, Concrete	SYS	614	\$95.00	\$58,330.00	\$64,000.00
604-08086	Curb Ramps	SYS	112	\$250.00	\$28,000.00	\$30,700.00
605-06140	Curb & Gutter, Concrete	LFT	5,300	\$41.00	\$217,300.00	\$238,400.00
610-08446	PCCP for Approaches, 6in.	SYS	500	\$115.00	\$57,500.00	\$63,100.00
628-09403	Field Office, C	Month	9	\$4,000.00	\$36,000.00	\$39,500.00
714-11197	Structure, Reinforced Concrete, Box Sections, 3 FT X 2 FT	LFT	200	\$730.00	\$146,000.00	\$160,200.00
715-05048	Pipe, Type 4, Circular 6 Inch	LFT	4,300	\$13.00	\$55,900.00	\$61,300.00
718-52610	Aggregate For Underdrains	CYS	1,769	\$78.00	\$137,982.00	\$151,400.00
718-12307	Geotextile for Underdrains, Type 2A	SYS	4,313	\$3.00	\$12,939.00	\$14,200.00
720-04682	Inlet, Type [Varies]	EACH	45	\$5,000.00	\$225,000.00	\$246,900.00
715-05163	Pipe, Type 2, Circular, 60 IN	LFT	502	\$700.00	\$351,400.00	\$385,600.00
715-05149	Pipe, Type 2, Circular, 12 IN	LFT	1,000	\$90.00	\$90,000.00	\$98,800.00
715-05152	Pipe, Type 2, Circular, 18 IN	LFT	502	\$106.00	\$53,212.00	\$58,400.00
715-05154	Pipe, Type 2, Circular, 24 IN	LFT	502	\$100.00	\$50,200.00	\$55,100.00
720-03194	Manhole, J4	EACH	15	\$10,905.00	\$163,575.00	\$179,500.00
801-06775	Maintaining Traffic	LS	1	\$192,000.00	\$192,000.00	\$210,700.00
805-01579	Miscellaneous Equipment for Traffic Signals	LS	1	\$205,878.75	\$205,878.75	\$225,900.00
807-04653	Lighting Foundation	EACH	12	\$3,500.00	\$42,000.00	\$46,100.00
807-03738	Light Pole Assembly, Street	EACH	12	\$7,000.00	\$84,000.00	\$92,200.00
807-04866	Luminaire	EACH	12	\$572.00	\$6,864.00	\$7,500.00
					Subtotal:	\$4,569,300.00
	Contingency 15%				Contingency 15%:	\$685,400.00
CN					Total Construction Cost:	\$5,250,000.00
UT	Utilities & Railroad Crossing Upgrades	LS	1	\$600,000.00	\$600,000.00	\$658,400.00
CE	Const. Engineering - 10% of Construction Cost (CN)					\$530,000.00
PE	Professional Engineering - 10% of Construction Cost (CN)					\$530,000.00
	Total Cost for Land Acquisition (Proposed R/W)	Acre	-	\$100,000.00	\$0.00	\$0.00
	Total Cost for Full Parcel Acquisitions	Each	-	\$150,000.00	\$0.00	\$0.00
	Total Cost for Impacts	Each	-	\$17,000.00	\$0.00	\$0.00
	Total Cost for Temp R/W	Acre	-	\$20,000.00	\$0.00	\$0.00
RW	Total R/W Cost (Estimate assumes all R/W accounted for previously)				\$0.00	\$0.00
	CN+UT+CE+PE+RW				Grand Total Cost for Phase II	\$6,968,400.00


 Benjamin T. Stenger, P.E.
 Date: 3/23/2026



Memo

To: Transportation Policy Committee Members
From: Kristyn Sanchez , IMPO
Date: April 15, 2026
Re: SFY 2029 Call for Projects Recommendations

Background:

Each year, the IMPO is allocated federal transportation funding from the Federal Highway Administration (FHWA) passed through the Indiana Department of Transportation (INDOT). This funding is distributed to local public agencies (typically cities, towns, counties, and transit organizations) by the IMPO to support transportation improvement projects (roads, bridges, trails, transit, etc.) in the IMPO’s planning area. To determine which projects receive funding, the IMPO holds an annual “call for projects” at which time local public agencies can apply for IMPO-managed funding. During a call-for-projects local public agencies choose projects to submit for consideration by completing a data-driven application and committing to locally fund a portion of the project cost.

Between October 6 through November 28, 2025, the IMPO hosted a call for projects. During this call-for-projects, 21 local public agencies across Central Indiana submitted 58 project applications totaling \$218 million in requested funds with approximately \$72M in funds available. Applications were sorted by funding category requested and ranked based on their score from the approved [selection criteria](#). Staff then recommended projects based on the resource [allocation goals](#) in the CIRCLE 2050 Metropolitan Transportation Plan (MTP). Projects with an asterisk next to their score had those scores adjusted by IMPO staff. While MiTIP automatically scores applications, staff reviews each application to address possible errors or typos while a contracted engineering consultant carefully reviews the scope, cost estimates, eligibility, and accuracy.

The recommended award list includes 18 projects from 9 local public agencies totaling \$76.2M in awarded funds for construction in SFY 2029. This amount accounts for \$1.38M in funds returned to the IMPO’s allocation after the December 2025 18-month, 5% set-aside amendment opportunity as well as \$1.1M received from dividends and interest as part of investing Federal Funds Exchange dollars until construction actively begins.

The amended Federal Funds Exchange (FFE) agreement with INDOT requires Carbon Reduction and Transportation Alternative funding to remain Federal beginning in SFY 2027. As a result, IndyGo’s bus replacement application will be utilized to spend down the IMPO’s Federal Carbon Reduction funds in SFY 2029. Indianapolis’s Grassy Creek Greenway application will be utilized to spend down the IMPO’s Federal Transportation Alternatives funds in SFY 2031.

Note that since the time of application, Indianapolis evaluated their County Line Road corridor and no longer believe roadway widening to be an appropriate improvement to the corridor. The city withdrew their application; thus, the next highest added capacity scoring project is being recommended for funding.

Community Engagement:

The draft recommendations were sent to local member agencies and planning partners for review and comment between March 2nd through the 16th. The IMPO did not receive significant comments from member agencies. No changes were made to the draft recommendations based on the member agency review period.

Draft recommendations are also available for public review and comment between March 23 and April 2. All feedback received within this comment period will be shared with the Technical and Policy Committee members prior to approval. Two pre-hearings will be held on April 13th prior to the public hearing at the Transportation Policy Committee meeting on April 15th.

High-Injury Network:

The IMPO developed a High Injury Network (HIN) to identify the local corridors with the highest frequencies of crashes resulting in incapacitating injuries and fatalities within the MPA. The HIN represents the top 10% (234 centerline miles) of regional collector, arterial, and high-volume local streets scored by the number of incapacitating injury and fatal crashes per centerline mile.

To construct the HIN, the IMPO used spatially verified fatal and serious injury vehicle, pedestrian, and cyclist crashes that occurred in the public right of way between 2020 and 2024, excluding crashes on interstates and expressways (with the exception of at-grade intersections and ramp intersections). Severe crashes were joined to eligible intersections and roadway segments. Candidate corridors spanning 0.5 to 2 miles were identified and then scored by the number of severe crashes per mile, with fatal crashes receiving a higher weight. The top 172 corridor segments, totaling 239 miles and representing approximately 10% of the 2,407 miles of arterial, collector, and high-volume local centerline miles not owned by INDOT, were then assigned to the HIN.

Recommended Projects

High Injury Network (HIN)	IMPO Funds	IMPO Funds %	Project Counts	Count %
On HIN	\$ 21,989,939	34%	5	36%
Not on HIN	\$ 42,822,189	66%	9	64%
Total Recommended Mappable Projects	\$ 64,812,128	100%	14	100%

The IMPO Transportation Policy Committee is being asked to review the project list and consider adopting the projects into the 2026-2029 Transportation Improvement Program. The recommendations will be adopted as part of resolution 25-IMPO-005.

Please send any questions and comments to Laura Drascic laura.drascic@indympo.gov or Kristyn Sanchez at kristyn.sanchez@indympo.gov.

Attachments:

- Recommended Projects
- Public Comments Received
- Complete Streets Analysis
- All Applications and Recommended Projects High Injury Network Map Analysis

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING RECOMMENDATIONS FOR INCLUSION IN THE
2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

Resolution Number 26-IMPO-005

A RESOLUTION approving the SFY 2029 Call for Projects recommendations as amendments to the 2026-2029 Transportation Improvement Program (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 SFY 2029 Call for Projects recommendations have been reviewed as to their immediate impact and importance to the continued improvement of the transportation system operating within the area; and

WHEREAS, proposing new projects necessitate an amendment to the TIP; and

WHEREAS, the proposed project recommendations were made available for public comment and comments received were provided to the Indianapolis Metropolitan Planning Organization Policy Committee; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Policy Committee hereby approves the SFY 2029 Call for Projects recommendations as amendments to the 2026-2029 Indianapolis Regional Transportation Improvement Program.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 15th day of April 2026.

Chair
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

**MPO (2029 FFE/2031 Federal) Call for Projects Recommendations
\$72M Available Funds**

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	FUND TYPE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702361	Avon	CR 600 E and CR 100 N Roundabout	Intersection	30	STBG	\$1,864,000	\$466,000	\$2,814,000
IMPO1702311	Avon	Dan Jones Widening - Phase 5	Existing Roadway Widening	71	STBG	\$7,322,240	\$1,830,560	\$10,435,500
IMPO1702331	Avon	White Lick Creek Trail Phase 5	Bike/Ped	74	TA	\$3,914,618	\$978,655	\$5,743,273
IMPO1702374	Bargersville	Whiteland Road and Saddle Club Road Roundabout	Intersection	45	CMAQ	\$2,043,200	\$510,800	\$2,937,000
IMPO1702336	Beech Grove	Hornet Greenway Phase 3	Bike/Ped	86	TA	\$1,314,400	\$328,600	\$1,917,000
IMPO1702316	Boone County	Bridge 203 Rehabilitation, Willow Road (1100 E) over Big Eagle Creek	Bridge	25	STBG	\$1,688,500	\$337,200	\$2,231,700
IMPO1702368	Brownsburg	Raceway and CR 300	Intersection	56	HSIP	\$1,797,840	\$449,460	\$2,694,000
IMPO1702191	Carmel	116th St and River Rd Roundabout	Intersection	50	HSIP	\$2,000,000	\$1,520,000	\$4,554,000
IMPO1702373	Carmel	116th Street & Gray Road raised crosswalks	Bike/Ped	63	TA	\$570,737	\$212,684	\$881,421
IMPO1702371	Carmel	116th Street & Hazel Dell Parkway raised crosswalks	Bike/Ped	63	TA	\$552,354	\$188,088	\$838,442
IMPO1702377	Carmel	126th Street & Gray Road raised crosswalks	Bike/Ped	63	TA	\$570,737	\$212,684	\$881,421
IMPO1702374	Carmel	126th Street & Hazel Dell Parkway raised crosswalks	Bike/Ped	63	TA	\$570,737	\$212,684	\$881,421
IMPO1702382	Carmel	Cherry Creek Blvd and Hazell Dell Parkway raised crosswalks	Bike/Ped	63	TA	\$570,737	\$212,684	\$881,421
IMPO1702384	Carmel	Main Street & Gray Road raised crosswalks	Bike/Ped	63	TA	\$570,737	\$212,684	\$881,421
IMPO1702379	Carmel	School Zone Sign Replacement	Other	49	HSIP	\$294,253	\$73,564	\$367,817
IMPO1702362	CIRTA	2029 Commuter Connect Vanpool Program	Transit	53	CMAQ	\$1,501,460	\$375,365	\$1,876,825
N/A	Danville	Lincoln Street Extension from Blake St to US 36	New Road Construction	32	STBG	\$13,099,815	\$3,274,953	\$19,082,803
IMPO1702230	Fishers	106th St Reconstruction from Lantern Rd to Cumberland Rd	Roadway	64	STBG	\$7,910,000	\$1,977,500	\$11,732,500
IMPO1702392	Fishers	Southeastern Parkway & Connecticut Ave. Roundabout	Intersection	52	HSIP	\$2,210,593	\$552,649	\$2,763,242
IMPO1702391	Fishers	Traffic Signal Improvements	Other	51	CMAQ	\$2,378,200	\$594,550	\$2,972,750
IMPO1702323	Franklin	Earlywood Drive and Hurricane Road Intersection Improvements	Intersection	48	HSIP	\$2,248,800	\$562,200	\$3,258,000
IMPO1702213	Franklin	Westview Drive Pedestrian Improvements	Bike/Ped	83	TA	\$2,464,000	\$616,000	\$3,430,000
N/A	Greenwood	Smith Valley Rd from Meridian Street to Valley Oaks Road - Segment 2	Existing Roadway Widening	77	STBG	\$8,445,756	\$2,111,439	\$12,546,681
IMPO1702356	Hamilton County	146th Street and Gray Road Intersection Improvements	Intersection	78	STBG	\$6,000,000	\$34,250,000	\$48,992,000
IMPO1501115	Hamilton County	216th St Rehabilitation	Roadway	36	STBG	\$4,508,000	\$2,600,000	\$7,010,000
IMPO1702354	Hancock County	New Roundabout at CR 200W and CR 500N	Intersection	37	STBG	\$2,841,300	\$257,500	\$3,157,000
IMPO1702355	Hancock County	New Roundabout at CR 400W and CR 300N	Intersection	46	STBG	\$2,677,500	\$249,600	\$2,975,000
IMPO1702357	Hendricks County	CR 200 North from Washington Street to CR 100 East	New Road Construction	50	STBG	\$6,111,345	\$1,527,836	\$8,864,181
IMPO1702351	Indianapolis	25th St and German Church Road	Intersection	74	HSIP	\$1,809,600	\$452,400	\$2,668,000
IMPO1702364	Indianapolis	30th Street Road Reconstruction from Emerson Avenue to Webster Avenue	Roadway	60	STBG	\$13,620,845	\$5,107,817	\$21,282,570
IMPO1702352	Indianapolis	56th Street and Cooper Road/Kessler Boulevard North Drive Roundabout	Intersection	67	STBG	\$1,873,600	\$468,400	\$2,798,000
IMPO1702387	Indianapolis	Bikeshare Expansion	Other	47	CMAQ	\$958,263	\$239,565	\$1,197,828
IMPO1702332	Indianapolis	Brookville Road over Shadeland Avenue	Bridge	68	STBG	\$5,003,680	\$1,250,920	\$7,324,500
IMPO1702389	Indianapolis	County Line Road from Buffalo Creek to SR 135	Existing Roadway Widening	74*	STBG	\$7,264,000	\$2,726,000	\$10,900,000
IMPO1702372	Indianapolis	Emerson Avenue Structural Rehabilitation - 30th to 38th	Roadway	70	STBG	\$8,117,019	\$2,029,255	\$11,775,728
IMPO1702314	Indianapolis	Emerson Way over Fall Creek	Bridge	39	STBG	\$5,262,417	\$1,315,604	\$7,475,021
IMPO1702350	Indianapolis	Franklin Road and Rawles Ave/English Ave	Intersection	63*	STBG	\$1,556,000	\$389,000	\$2,222,000
IMPO1702383	Indianapolis	Grassy Creek Greenway - 30th St to Pennsy Trail	Bike/Ped	90*	TA	\$10,326,020	\$2,581,505	\$14,080,935
IMPO1702380	Indianapolis	Knozone FY2029	Other	55	CMAQ	\$320,000	\$80,000	\$400,000
IMPO1702346	Indianapolis	Linden Street over Pleasant Run	Bridge	50*	STBG	\$3,631,500	\$907,874	\$5,346,624
IMPO1702353	Indianapolis	Michigan Road ATMS	Other	34	CMAQ	\$383,200	\$95,800	\$523,000
IMPO1702349	Indianapolis	Mills Rd and Mooresville Rd Roundabout	Intersection	49	STBG	\$1,574,400	\$393,600	\$2,397,000
IMPO1702234	Indianapolis	Shelbyville Road and Edgewood Avenue Roundabout	Intersection	47	STBG	\$1,800,000	\$450,000	\$2,655,000
IMPO1702369	Indianapolis	W 38th Street ATMS	Other	31	CMAQ	\$216,000	\$54,000	\$295,000
IMPO1702347	Indianapolis	Washington Street over White River	Bridge	39	STBG	\$7,810,000	\$1,952,500	\$11,093,750
IMPO1702240	Indianapolis	West Street over IWC Canal	Bridge	49	STBG	\$2,516,800	\$629,200	\$3,146,000
IMPO1702385	IndyGo	Bus Replacement	Transit	90	STBG	\$8,667,434	\$2,663,615	\$13,318,075
IMPO1702378	Johnson County	Smith Valley Road and Morgantown Road Intersection Improvement Project	Intersection	65	STBG	\$3,696,880	\$924,220	\$5,376,100
IMPO1702386	Johnson County	Smith Valley Road and Restin Road Intersection Improvement Project	Intersection	60	STBG	\$3,468,960	\$867,240	\$5,059,200
IMPO1702390	Johnson County	Smith Valley Rd from Morgantown Rd to Peterman Rd	Existing Roadway Widening	68*	STBG	\$5,500,000	\$10,764,600	\$16,264,600
IMPO1702376	Noblesville	191st Street and Moontown Road Roundabout	Intersection	30	STBG	\$2,288,000	\$572,000	\$3,735,000
IMPO1702252	Noblesville	Greenfield Avenue Improvements	Roadway	43	STBG	\$3,065,920	\$766,480	\$5,650,400
IMPO1702344	Noblesville	Greenfield Avenue over Elwood Wilson Drain Bridge	Bridge	33	STBG	\$4,427,280	\$1,106,820	\$6,138,100
IMPO1702375	Noblesville	Nickel Plate Trail Bridge over 146th Street	Bike/Ped	83	TA	\$8,505,440	\$2,126,360	\$11,713,100
IMPO1702253	Noblesville	Stony Creek Trail	Bike/Ped	84	TA	\$2,156,880	\$539,220	\$3,966,750
IMPO1702388	Speedway	Georgetown Road Trail/Linear Park	Bike/Ped	76	TA	\$8,162,273	\$2,040,569	\$10,202,842
IMPO1501041	Westfield	156th Street and Oak Ridge Road Roundabout	Intersection	33	CMAQ	\$2,032,000	\$508,000	\$2,890,000
IMPO1702363	Whitestown	Indianapolis Road Trail	Bike/Ped	92	TA	\$4,476,800	\$2,229,640	\$6,706,440
Total						\$218,533,070	\$102,928,143	\$366,202,382

Project was withdrawn by local after application deadline.
Project is not being recommended for funding.

ALL PROJECTS SUBMITTED FOR SFY 2029 FUNDING CONSIDERATION

LPA	TOTAL ASK	% OF TOTAL \$	# OF PROJECTS
Avon	\$ 13,100,858	5.99%	3
Bargersville	\$ 2,043,200	0.93%	1
Beech Grove	\$ 1,314,400	0.60%	1
Boone Co.	\$ 1,688,500	0.77%	1
Brownsburg	\$ 1,797,840	0.82%	1
Carmel	\$ 5,700,292	2.61%	8
CIRTA	\$ 1,501,460	0.69%	1
Danville	\$ 13,099,815	5.99%	1
Fishers	\$ 12,498,793	5.72%	3
Franklin	\$ 4,712,800	2.16%	2
Greenwood	\$ 8,445,756	3.86%	1
Hamilton Co.	\$ 10,508,000	4.81%	2
Hancock Co.	\$ 5,518,800	2.53%	2
Hendricks Co.	\$ 6,111,345	2.80%	1
Indianapolis	\$ 74,043,344	33.88%	18
IndyGo	\$ 8,667,434	3.97%	1
Johnson Co.	\$ 12,665,840	5.80%	3
Noblesville	\$ 20,443,520	9.35%	5
Speedway	\$ 8,162,273	3.74%	1
Westfield	\$ 2,032,000	0.93%	1
Whitestown	\$ 4,476,800	2.05%	1
	\$ 218,533,070	100%	58

PROJECT TYPE	TOTAL ASK	% of TOTAL \$	# OF PROJECTS
Roadway Geometry	\$ 37,221,784	17.03%	5
Intersection Improvement	\$ 43,782,673	20.03%	18
Bridge Rehab + Replacement	\$ 30,340,177	13.88%	7
New Roadway Construction	\$ 19,211,160	8.79%	2
Existing Roadway Widening	\$ 28,531,996	13.06%	4
Bicycle + Pedestrian Enhancement	\$ 44,726,470	20.47%	14
Transit Enhancement	\$ 10,168,894	4.65%	2
Other	\$ 4,549,916	2.08%	6
	\$218,533,070	100%	58

Attachment D: STBG
Funds Available - \$48,349,714

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	IMPO COST	LOCAL COST	TOTAL COST	
IMPO1702332	Indianapolis	Brookville Road over Shadeland Avenue	Bridge	68	\$5,003,680	\$1,250,920	\$7,324,500	
IMPO1702346	Indianapolis	Linden Street over Pleasant Run	Bridge	50*	\$3,631,500	\$907,874	\$5,346,624	
IMPO1702240	Indianapolis	West Street over IWC Canal	Bridge	49	\$2,516,800	\$629,200	\$3,146,000	
IMPO1702314	Indianapolis	Emerson Way over Fall Creek	Bridge	39	\$5,262,417	\$1,315,604	\$7,475,021	
IMPO1702347	Indianapolis	Washington Street over White River	Bridge	39	\$7,810,000	\$1,952,500	\$11,093,750	
IMPO1702344	Noblesville	Greenfield Avenue over Elwood Wilson Drain Bridge	Bridge	33	\$4,427,280	\$1,106,820	\$6,138,100	
IMPO1702316	Boone County	Bridge 203 Rehabilitation, Willow Road (1100 E) over Big Eagle Creek	Bridge	25	\$1,688,500	\$337,200	\$2,231,700	
N/A	Greenwood	Smith Valley Rd from Meridian Street to Valley Oaks Road - Segment 2	Existing Roadway Widening	77	\$8,445,756	\$2,111,439	\$12,546,681	
IMPO1702389	Indianapolis	County Line Road from Buffalo Creek to SR 135	Existing Roadway Widening	74*	\$7,264,000	\$2,726,000	\$10,900,000	
IMPO1702311	Avon	Dan Jones Widening - Phase 5	Existing Roadway Widening	71	\$7,322,240	\$1,830,560	\$10,435,500	
IMPO1702390	Johnson County	Smith Valley Rd from Morgantown to Peterman	Existing Roadway Widening	68	\$5,500,000	\$10,764,600	\$16,264,600	
IMPO1702357	Hendricks County	CR 200 North from Washington Street to CR 100 East	New Road Construction	50	\$6,111,345	\$1,527,836	\$8,864,181	
N/A	Danville	Lincoln Street Extension from Blake St to US 36	New Road Construction	32	\$13,099,815	\$3,274,953	\$19,082,803	
IMPO1702372	Indianapolis	Emerson Avenue Structural Rehabilitation - 30th to 38th	Roadway	70	\$8,117,019	\$2,029,255	\$11,775,728	
IMPO1702230	Fishers	106th St Reconstruction from Lantern Rd to Cumberland Rd	Roadway	64	\$7,910,000	\$1,977,500	\$11,732,500	
IMPO1702364	Indianapolis	30th Street Road Reconstruction from Emerson Avenue to Webster Avenue	Roadway	60	\$13,620,845	\$5,107,817	\$21,282,570	
IMPO1702252	Noblesville	Greenfield Avenue Improvements	Roadway	43	\$3,065,920	\$766,480	\$5,650,400	
IMPO1501115	Hamilton County	216th St Rehabilitation	Roadway	36	\$4,508,000	\$2,600,000	\$7,010,000	
IMPO1702356	Hamilton County	146th Street and Gray Road Intersection Improvements	Intersection	78	\$6,000,000	\$34,250,000	\$48,992,000	
IMPO1702378	Johnson County	Smith Valley Road and Morgantown Road Intersection Improvement Project	Intersection	65	\$3,696,880	\$924,220	\$5,376,100	
IMPO1702350	Indianapolis	Franklin Road and Rawles Ave/English Ave	Intersection	63*	\$1,556,000	\$389,000	\$2,222,000	
IMPO1702352	Indianapolis	56th Street and Cooper Road/Kessler Boulevard North Drive Roundabout	Intersection	52*	\$1,873,600	\$468,400	\$2,798,000	
IMPO1702349	Indianapolis	Mills Rd and Mooresville Rd Roundabout	Intersection	49	\$1,574,400	\$393,600	\$2,397,000	
IMPO1702234	Indianapolis	Shelbyville Road and Edgewood Avenue Roundabout	Intersection	47	\$1,800,000	\$450,000	\$2,655,000	
IMPO1702355	Hancock County	New Roundabout at CR 400W and CR 300N	Intersection	46	\$2,677,500	\$249,600	\$2,975,000	
IMPO1702354	Hancock County	New Roundabout at CR 200W and CR 500N	Intersection	37	\$2,841,300	\$257,500	\$3,157,000	
IMPO1702386	Johnson County	Smith Valley Road and Restin Road Intersection Improvement Project	Intersection	35*	\$3,468,960	\$867,240	\$5,059,200	
IMPO1702361	Avon	CR 600 E and CR 100 N Roundabout	Intersection	30	\$1,864,000	\$466,000	\$2,814,000	
IMPO1702376	Noblesville	191st Street and Moontown Road Roundabout	Intersection	30	\$2,288,000	\$572,000	\$3,735,000	
IMPO1702385	IndyGo	Bus Replacement	Transit	90	\$5,801,966	\$2,663,615	\$13,318,075	
				Average Score	52	\$150,747,723	\$84,167,733	\$273,799,033
				Average Score for Recommended Projects	68			
				Total IMPO Cost for Recommended Projects	\$52,091,841			

Project was withdrawn by local after application deadline.
 Project is not being recommended for funding.

Attachment B: CMAQ

Funds Available: **\$11,173,852**

DES NUM	LPA	PROJECT TITLE	TYPE	TOTAL SCORE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702380	Indianapolis	Knozone FY2029	Other	55	\$320,000	\$80,000	\$400,000
IMPO1702362	CIRTA	2029 Commuter Connect Vanpool Program	Other	53	\$1,501,460	\$375,365	\$1,876,824
IMPO1702391	Fishers	Traffic Signal Improvements	Other	51	\$2,378,200	\$594,550	\$2,972,750
IMPO1702385	IndyGo	Bus Replacement	Transit	49	\$2,865,468	\$2,663,615	\$13,318,075
IMPO1702387	Indianapolis	Bikeshare Expansion	Other	47	\$958,263	\$239,565	\$1,197,828
IMPO1702374	Bargersville	Whiteland Road and Saddle Club Road Roundabout	Intersection	45	\$2,043,200	\$510,800	\$2,937,000
IMPO1702378	Johnson County	Smith Valley Road and Morgantown Road Intersection Impro	Intersection	43	\$4,158,990	\$462,110	\$5,376,100
IMPO1702234	Indianapolis	Shelbyville Road and Edgewood Avenue Roundabout	Intersection	40	\$1,800,000	\$450,000	\$2,655,000
IMPO1702349	Indianapolis	Mills Rd and Mooresville Rd Roundabout	Intersection	37	\$1,574,400	\$393,600	\$2,397,000
IMPO1702350	Indianapolis	Franklin Road and Rawles Ave/English Ave	Intersection	35	\$1,556,000	\$389,000	\$2,222,000
IMPO1702353	Indianapolis	Michigan Road ATMS	Other	34	\$383,200	\$95,800	\$523,000
IMPO1501041	Westfield	156th Street and Oak Ridge Road Roundabout	Intersection	33	\$2,032,000	\$508,000	\$2,890,000
IMPO1702351	Indianapolis	25th St and German Church Road	Intersection	31	\$1,809,600	\$452,400	\$2,668,000
IMPO1702369	Indianapolis	W 38th Street ATMS	Other	31	\$216,000	\$54,000	\$295,000
IMPO1702352	Indianapolis	56th Street and Cooper Road/Kessler Boulevard North Drive	Intersection	29	\$1,873,600	\$468,400	\$2,798,000
IMPO1702368	Brownsburg	Raceway and CR 300	Intersection	27	\$1,798,400	\$449,600	\$2,694,000
IMPO1702376	Noblesville	191st Street and Moontown Road Roundabout	Intersection	23	\$2,288,000	\$572,000	\$3,735,000
IMPO1702361	Avon	CR 600 E and CR 100 N Roundabout	Intersection	21	\$1,864,000	\$466,000	\$2,814,000
IMPO1702386	Johnson County	Smith Valley Road and Restin Road Intersection Improvemen	Intersection	19	\$3,468,960	\$867,240	\$5,059,200
IMPO1702356	Hamilton County	146th Street and Gray Road Intersection Improvements	Intersection	17	\$1,500,000	\$34,250,000	\$48,992,000
Total					\$36,389,741	\$44,342,045	\$107,820,777

Total IMPO Cost for Recommended Projects **\$8,023,391**

Project is not being recommended for funding.

Attachment C: HSIP

Funds Available - **\$2,865,735**

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702351	Indianapolis	25th St & German Church Road	Intersection	74	\$1,809,280	\$452,320	\$2,261,600
IMPO1702368	Brownsburg	Raceway & CR 300 Roundabout	Intersection	56	\$1,797,840	\$449,460	\$2,694,000
IMPO1702392	Fishers	Southeastern Parkway & Connecticut Ave. Roundabout	Intersection	54	\$2,210,593	\$552,649	\$2,763,242
IMPO1702352	Indianapolis	56th St & Cooper Rd/Kessler Blvd N Dr Roundabout	Intersection	51	\$1,873,600	\$468,400	\$2,798,000
IMPO1702191	Carmel	116th St and River Rd Roundabout	Intersection	50	\$2,000,000	\$1,520,000	\$4,554,000
IMPO1702379	Carmel	School Zone Sign Replacement	Other	49	\$294,253	\$73,564	\$367,817
IMPO1702323	Franklin	Earlywood Drive and Hurricane Road Intersection Improvements	Intersection	48	\$2,248,800	\$562,200	\$3,258,000
IMPO1702378	Johnson County	Smith Valley & Morgantown Road Roundabout	Intersection	48	\$4,158,990	\$462,110	\$5,376,100
IMPO1702354	Hancock County	New Roundabout at CR 200W and CR 500N	Intersection	47	\$2,841,300	\$257,500	\$3,157,000
IMPO1702356	Hamilton County	146th Street and Gray Road Intersection Improvements	Intersection	45*	\$500,000	\$34,250,000	\$48,992,000
IMPO1702234	Indianapolis	Shelbyville Road and Edgewood Avenue Roundabout	Intersection	45	\$1,800,000	\$450,000	\$2,655,000
IMPO1702355	Hancock County	New Roundabout at CR 400W and CR 300N	Intersection	44	\$2,677,500	\$249,600	\$2,975,000
IMPO1702374	Bargersville	Whiteland Road and Saddle Club Road Roundabout	Intersection	36	\$2,043,200	\$510,800	\$2,937,000
IMPO1702376	Noblesville	191st Street and Moontown Road Roundabout	Intersection	35	\$2,288,000	\$572,000	\$3,735,000
Average Score				49	\$5,817,713	\$1,454,429	\$7,718,842

Average Score for Recommended Projects **61**

Total IMPO Cost for Recommended Projects **\$5,817,713**

Project is not being recommended for funding.

Attachment E: TA

Funds Available: **\$9,839,313** (TA) + **\$4,834,971** (STBG for bike/ped)

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702383	Indianapolis	Grassy Creek Greenway - 30th St to Pennsy Trail	Bike/Ped	90*	\$10,326,020	\$2,581,505	\$14,080,935
IMPO1702388	Speedway	Georgetown Road Trail/Linear Park	Bike/Ped	86	\$8,162,273	\$2,040,569	\$10,202,842
IMPO1702375	Noblesville	Nickel Plate Trail Bridge over 146th Street	Bike/Ped	83	\$8,505,440	\$2,126,360	\$11,713,100
IMPO1702336	Beech Grove	Hornet Greenway Phase 3	Bike/Ped	81*	\$1,314,400	\$328,600	\$1,917,000
IMPO1702252	Noblesville	Greenfield Avenue Improvements	Bike/Ped	79	\$3,065,920	\$766,480	\$5,650,400
IMPO1702213	Franklin	Westview Drive Pedestrian Improvements	Bike/Ped	77*	\$2,464,000	\$616,000	\$3,430,000
IMPO1702363	Whitestown	Indianapolis Road Trail	Bike/Ped	77*	\$4,476,800	\$2,229,640	\$6,706,440
IMPO1702331	Avon	White Lick Creek Trail Phase 5	Bike/Ped	74*	\$3,914,618	\$978,655	\$5,743,273
IMPO1702253	Noblesville	Stony Creek Trail	Bike/Ped	74*	\$2,156,880	\$539,220	\$3,966,750
IMPO1702377	Carmel	126th Street & Gray Road raised crosswalks	Bike/Ped	73*	\$570,737	\$212,684	\$881,421
IMPO1702371	Carmel	116th Street & Hazel Dell Parkway raised crosswalks	Bike/Ped	73*	\$552,354	\$188,088	\$838,442
IMPO1702384	Carmel	Main Street & Gray Road raised crosswalks	Bike/Ped	73*	\$570,737	\$212,684	\$881,421
IMPO1702382	Carmel	Cherry Creek Blvd and Hazell Dell Parkway raised crosswalks	Bike/Ped	73*	\$570,737	\$212,684	\$881,421
IMPO1702373	Carmel	116th Street & Gray Road raised crosswalks	Bike/Ped	73*	\$570,737	\$212,684	\$881,421
IMPO1702374	Carmel	126th Street & Hazel Dell Parkway raised crosswalks	Bike/Ped	73*	\$570,737	\$212,684	\$881,421
Average Score				78	\$47,792,390	\$13,458,537	\$68,656,287

Project is not being recommended for funding.

STAFF RECOMMENDATIONS FOR ALL FUNDING CATEGORIES

LPA	TOTAL \$	% OF TOTAL \$	# OF PROJECTS
Avon	\$7,322,240	9.60%	1
Bargersville	\$0	0.00%	0
Beech Grove	\$0	0.00%	0
Brownsburg	\$1,797,840	2.36%	1
Boone Co	\$0	0.00%	0
Carmel	\$0	0.00%	0
CIRTA	\$1,501,460	1.97%	1
Danville	\$0	0.00%	0
Fishers	\$4,588,793	6.02%	2
Franklin	\$0	0.00%	0
Greenwood	\$8,445,756	11.08%	1
Hamilton Co.	\$6,000,000	7.87%	1
Hancock Co.	\$0	0.00%	0
Hendricks Co.	\$0	0.00%	0
Indianapolis	\$34,238,882	44.90%	9
IndyGo	\$8,667,434	11.37%	1
Johnson Co.	\$3,696,880	4.85%	1
Noblesville	\$0	0.00%	0
Speedway	\$0	0.00%	0
Westfield	\$0	0.00%	0
Whitestown	\$0	0.00%	0
	\$76,259,285	100%	18

PROJECT TYPE	TOTAL \$	% OF TOTAL	# OF PROJECTS
Intersection Improvement	\$17,070,913	22.39%	6
Roadway Geometry	\$8,117,019	10.64%	1
Bridge Rehab/Replacement	\$11,151,980	14.62%	3
New Road Construction	\$0	0.00%	0
Existing Roadway Widening	\$15,767,996	20.68%	2
Bicycle & Pedestrian	\$11,284,283	14.80%	2
Transit Enhancement	\$10,168,894	13.33%	2
Other	\$2,698,200	3.54%	2
	\$76,259,285	100%	18

POLICY GOALS	TARGET %	TARGET \$	PROPOSED %	TOTAL \$
Intersection Improvements	26%	\$ 18,779,440	22%	\$17,070,913
Road + Road Geometry	10%	\$ 7,222,861	11%	\$8,117,019
Bridge Preservation	20%	\$ 14,445,723	15%	\$11,151,980
Roadway Expansion	22%	\$ 15,890,295	21%	\$15,767,996
Bicycle & Pedestrian	10%	\$ 7,222,861	15%	\$11,284,283
Transit	12%	\$ 8,667,434	13%	\$10,168,894
Other	0%	\$ -	4%	\$2,698,200
	100.00%	\$ 72,228,614	100%	\$76,259,285

CFP PUBLIC COMMENTS

-----Original Message-----

From: pennsy1957@aol.com <pennsy1957@aol.com>

Sent: Wednesday, April 1, 2026 7:41 PM

To: IMPO Info <info@indympo.gov>

Subject: Projects for SFY2029

A quick glance at the map once again demonstrates the failure of Central Indiana, and Indianapolis in particular, transportation policy. The premise and promise of UNIGOV was to unite Marion County. It doesn't take much driving around outside the old city limits to see how this has fared. Where are the curbs and sidewalks? Most of the roads outside of the old city limits still lack these amenities (Are curbs and sidewalks an amenity or a lifesaving requirement?). Roads such as 10th Street, 16th Street, 21st Street, 30th Street etc., etc., etc., where people must walk on the street pavement in order to avoid lumpy uneven shoulders and drainage ditches beg for upgrades.

Then there is the bus system. While they push ahead with flashy express bus routes, regular routes remain nothing more than a great incentive to buy a car! Where are bus shelters? Where is it safe to stand next to a pole with a sign with pavement in front of you and a ditch behind you. This is the sad state of many of our bus stops. Our intrepid bus rider has walked many blocks to a bus stop and stands unprotected in all sorts of weather. These riders might have several blocks to walk once reaching a stop that is closest to their destinations. Yes, INDYGO is a car dealer's ally, that's for sure!

Robert Rose
1101 N. Graham Ave.

Measuring Our Complete Streets Policy

2029 Call for Projects | Indianapolis MPO

In October of 2025, the Indianapolis Metropolitan Planning Organization (MPO) issued a call for projects to be constructed in 2029. This call for projects was the ninth under the MPO’s [Complete Streets Policy](#).

How does the Complete Streets Policy fit into the MPO’s project funding process?

Local Public Agencies (LPAs) apply for funding from the MPO through an application process. Applications (1) describe the project, (2) provide project justification, and (3) provide a cost estimate. MPO staff review projects to determine whether they are compliant with the policy.

The Complete Streets Policy requires that Transportation Alternatives Program (TA) and Surface Transportation Block Grant (STBG) projects within the urbanized area boundary (UAB) include a sidewalk, multi-use path, or bike lane on at least one side of each proposed street. Exceptions are described in the policy

and may be granted as appropriate; MPO staff review some exceptions and a Complete Streets Task Force reviews others.

How do this year’s projects comply with the policy?

For the 2029 call, 18 projects are recommended for funding and 11 are subject to the Complete Streets Policy – one TA project and 10 STBG projects. The Complete Streets Policy does not apply to one of the STBG projects (bus replacement) as the project does not contain a relevant infrastructure component. Three Highway Safety Improvement (HSIP) Projects and five Congestion Mitigation and Air Quality (CMAQ) projects voluntarily complied with the policy and/or do not contain relevant infrastructure components. All relevant recommended projects comply with the policy as required or voluntarily provided the following Complete Streets assets:

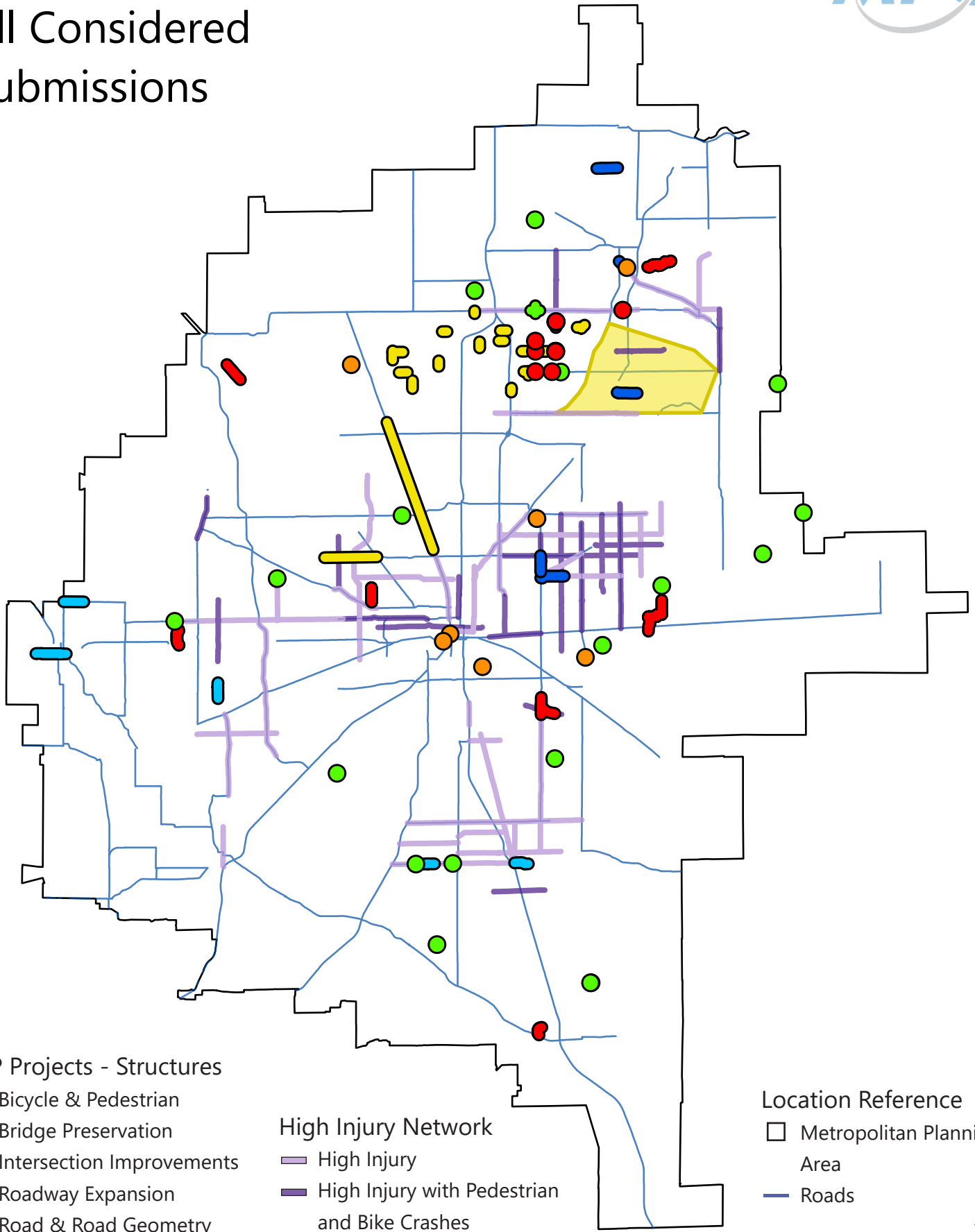
Proposed Added Assets	
1.9 miles	New Sidewalks
7.8 miles	New Multi-Use Path or Trails
59	Crosswalks
40	Bike Parking
126	ADA Ramps
30	Pedestrian Refuge Islands

EXHIBIT B

2029 Call For Projects



All Considered
Submissions



TIP Projects - Structures

- Bicycle & Pedestrian
- Bridge Preservation
- Intersection Improvements
- Roadway Expansion
- Road & Road Geometry
- Other

High Injury Network

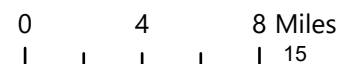
- High Injury
- High Injury with Pedestrian and Bike Crashes Overrepresented

Location Reference

- Metropolitan Planning Area
- Roads

April 2026
Four recommended projects are not mappable

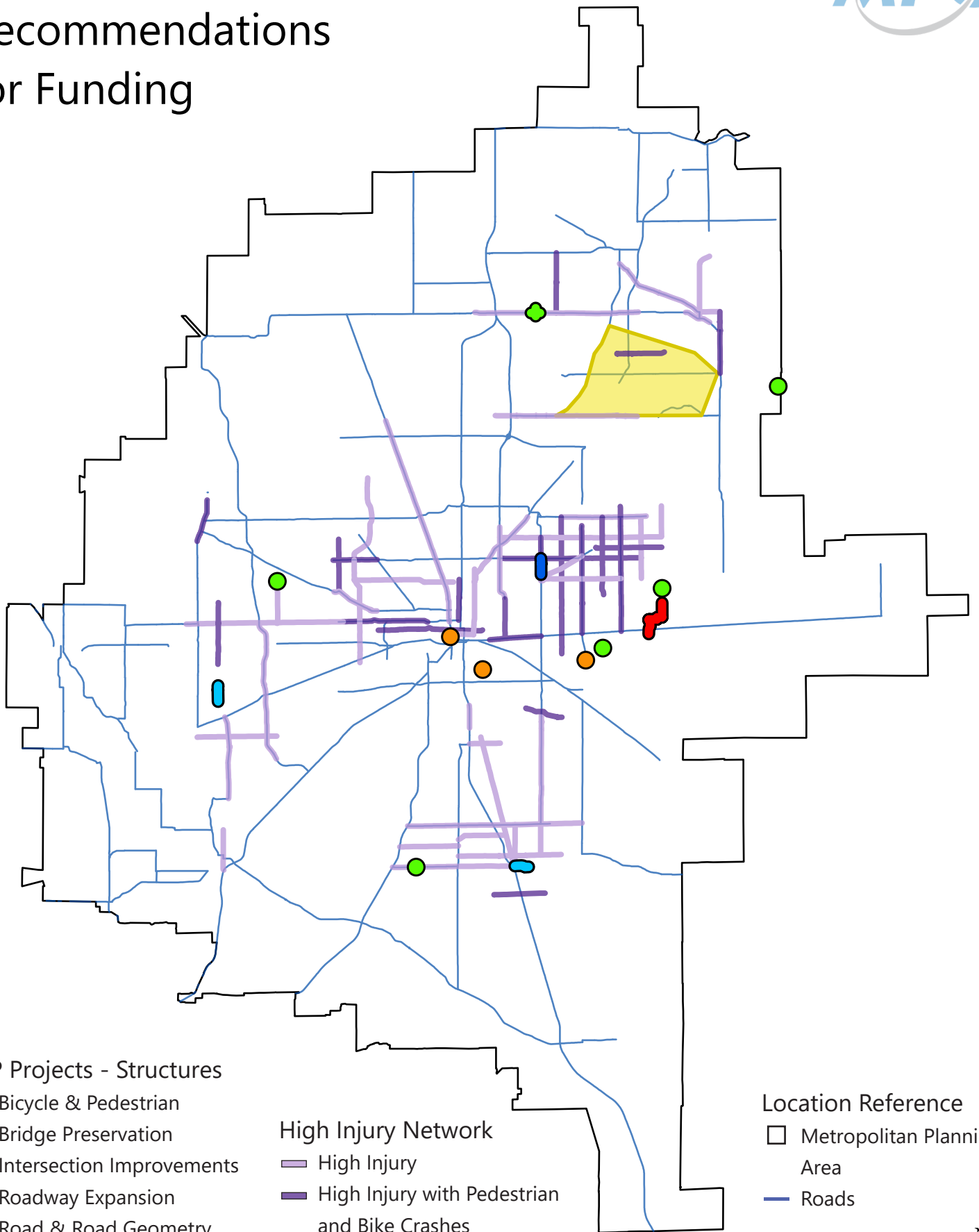
IMPO Staff Recommendations SFY 2029



2029 Call For Projects



Recommendations for Funding



TIP Projects - Structures

- Bicycle & Pedestrian
- Bridge Preservation
- Intersection Improvements
- Roadway Expansion
- Road & Road Geometry
- Other

High Injury Network

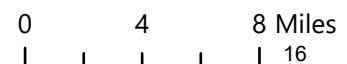
- High Injury
- High Injury with Pedestrian and Bike Crashes Overrepresented

Location Reference

- Metropolitan Planning Area
- Roads

April 2026
Four recommended projects are not mappable

IMPO Staff Recommendations SFY 2029



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-Q2 | March 25, 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 2026Q1 Amendment)
 - [2026-2029 IRTIP \(MiTIP\)](#) (Up to and including 2026Q1 Amendment)
- Madison County Council of Governments (mccog.net)
 - [2050 In Motion MTP](#) (Adopted October 2025)
 - [2022-2026 TIP](#) (Current through February 2026)
 - 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 area¹ 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, CIRT, 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

Amendment #3 to the CIRCLE 2050 MTP was approved in February 2026, and formal conformity request to FHWA was initiated on February 19, 2026. The regional transportation conformity determination is currently pending receipt of the conformity determination letter.

TIP Conformity

The interagency consultation group (ICG) received an email March 24, 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 April 2, 2026.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Proposed 2026Q2 TIP Amendments to the 2026-2029 IRTIP (including the Recommended Project List) were made available for public review and comment from March 23 - April 2, 2026.

The 2026-Q2 Transportation Conformity Determination Report was made available for public review and comment from March 31- April 9, 2026.

A public hearing for the TIP documents was held on April 15, 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 does not include any non-exempt projects within the IMPO Metropolitan Planning Area that require amendment to the IMPO 2050 MTP. The IMPO coordinated with INDOT, MACOG, and CAMPO, as applicable, and confirmed that there are no applicable non-exempt projects within the IMPO MPA for this action.

- **MTP #4212; DES #2601FFE; Avon;** Dan Jones Road from Bradford Road to Fairwood Boulevard (updated description); Widen from 2 to 4-lanes; \$10,435,500 (total).
- **MTP #5210; DES #2606FFE; Greenwood;** Smith Valley Road from Meridian Street to Valley Oaks Road (updated description); Widen from 2 to 4-lanes; \$12,546,681 (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 March 31 – April 9, 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.