



June 17, 2026
9:00 am – 11:00 am

Hornet Park Community Center
5245 Hornet Ave.
Beech Grove, IN 46107

MEETING AGENDA

- | | | |
|----------------------------|------------------------|--------|
| 1. Welcome & Introductions | Mayor Myers, Greenwood | 5 min. |
|----------------------------|------------------------|--------|

ITEMS FOR APPROVAL

- | | | |
|---|---------------------|---------|
| 2. 2026-29 Transportation Improvement Program Amendments
a) Memo
b) Resolution 2026-IMPO-006 (Public Hearing) | Laura Drascic, IMPO | 5 min. |
| 3. 2027 Unified Planning Work Program (UPWP)
a) UPWP Activities Table
b) UPWP Document
c) Resolution 2026-IMPO-007 | Sean Northup | 10 min. |
| 4. 2027 IMPO Membership Dues
a) Spreadsheet
b) Resolution 2026-IMPO-008 | Sean Northup | 5 min. |

STATUS UPDATES

- | | | |
|--|--------------------------------|---------|
| 5. IMPO Strategic Plan | Rich Overmoyer, Fourth Economy | 12 min. |
| 6. Safety Action Plan Update & Vision Zero
a) Memo | Dan Malsom, Kimley-Horn | 12 min. |
| 7. Annual Safety Report – Final Report
a) Memo
b) Document | Andrea Miller | 12 min. |

OTHER ITEMS OF BUSINESS

- | | | |
|--------------------------|------------------------|--------|
| 8. Federal Certification | Anna Gremling, IMPO | 1 min. |
| 9. Adjournment | Mayor Myers, Greenwood | 1 min. |

For additional information, please see indympo.gov

For accommodation needs for persons with disabilities, please call 317-327-5136 or email info@indympo.gov

Indianapolis Metropolitan Planning Organization Membership List

Updated: March 10, 2026

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

<i>Proxy</i>					
Hancock County	Gary Pool	1/1/2026	12/31/2026	Hancock County Commissioners	
<i>Proxy</i>	<i>Ann Sheidler</i>				
<i>Proxy</i>					
Hendricks County	Eric Wathen	1/1/2026	12/31/2026	Hendricks County Commissioners	
<i>Proxy</i>	<i>Tim Dombrosky</i>				
<i>Proxy</i>					
City of Indianapolis	Nathan Sheets	1/1/2026	12/31/2026	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>	<i>Daniel Johnston</i>				
<i>Proxy</i>					
City of Lawrence	Deb Whitfield	1/1/2026	12/31/2026	Mayor Deb Whitfield	
<i>Proxy</i>	<i>Jim Perron</i>				
<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>	<i>Ryan Crum</i>				
<i>Proxy</i>	<i>Mark Witsman</i>				
Town of Mooresville	Mark Mathis	1/1/2025	12/31/2025	Mooresville Town Council	
<i>Proxy</i>					
<i>Proxy</i>					
Morgan County	Don Adams	1/1/2026	12/31/2026	Morgan County Commissioners	
<i>Proxy</i>	<i>Kyle Swalls</i>				
<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>	<i>Matt Light</i>				
<i>Proxy</i>	<i>Alison Krupski</i>				
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>	<i>Scott Singleton</i>				
<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>	<i>Alissa Newhouse</i>				
<i>Proxy</i>					
Town of Speedway	Grant Kleinhenz	1/1/2026	12/31/2026	Speedway Town Council	

<i>Proxy</i>	Vince Noblet			
<i>Proxy</i>				
City of Westfield	Scott Willis	1/1/2026	12/31/2026	Mayor Scott Willis
<i>Proxy</i>	John Nail			
<i>Proxy</i>				
Town of Whiteland	Carmen Young	1/1/2026	12/31/2026	Whiteland Town Council
<i>Proxy</i>				
<i>Proxy</i>				
Town of Whitestown		1/1/2025	12/31/2025	Whitestown Town Council
<i>Proxy</i>				
<i>Proxy</i>				
City of Zionsville	Lance Lantz	1/1/2026	12/31/2026	Mayor John Stehr
<i>Proxy</i>	Mike Dale			
<i>Proxy</i>	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
<i>Proxy</i>	Cameron Radford			
<i>Proxy</i>	Ryan Wilhite			
<i>Proxy</i>				
CIRTA	Christine Altman	1/1/2025	12/31/2025	CIRTA Board of Directors
<i>Proxy</i>	Jennifer Gebhard			
<i>Proxy</i>	Amanda Meyer			
IAA	Drew Genneken	1/1/2025	12/31/2025	0
<i>Proxy</i>				
INDOT	Valerie Cockrum	1/1/2025	12/31/2025	0
<i>Proxy</i>	Brandon Burgoa			
<i>Proxy</i>				
Ports of Indiana	Jody Peacock	1/1/2025	12/31/2025	0
<i>Proxy</i>				

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

Indianapolis Metropolitan Planning Organization Membership List

Updated: March 25, 2026

Local Public Agency	Technical Committee	Term Start	Term End	Appointing Authority
Town of Avon <i>Proxy</i> <i>Proxy</i>	Steve Moore <i>Keeton Olson</i>	1/1/2026	12/31/2026	Town Council
Town of Bargersville <i>Proxy</i> <i>Proxy</i>	Brian Clark	1/1/2026	12/31/2026	Town Council
City of Beech Grove <i>Proxy</i> <i>Proxy</i>	James Coffman <i>Tim Cochran</i>	1/1/2026	12/31/2026	Mayor James Coffman
Boone County <i>Proxy</i> <i>Proxy</i>	Nick Parr <i>Tim Beyer</i> <i>Michael Goralski</i>	1/1/2026	12/31/2026	County Commissioners
Town of Brownsburg <i>Proxy</i> <i>Proxy</i>	Shawn Pabst <i>Glen Adams</i>	1/1/2026	12/31/2026	Town Council
City of Carmel <i>Proxy</i> <i>Proxy</i>	Bradley Pease <i>David Littlejohn</i>	1/1/2026	12/31/2026	Mayor Sue Finkam
Town of Cicero <i>Proxy</i> <i>Proxy</i>	Terry Cooper <i>Frank Zawadzki</i>	1/1/2026	12/31/2026	Town Council
Town of Cumberland <i>Proxy</i> <i>Proxy</i>	Nicole Miller <i>Ben Lipps</i>	1/1/2026	12/31/2026	Town Council
Town of Danville <i>Proxy</i> <i>Proxy</i>	David Newell <i>Aaron Plunkett</i>	1/1/2026	12/31/2026	Town Council
City of Fishers <i>Proxy</i> <i>Proxy</i>	Hatem Mekky <i>Tami Houston</i>	1/1/2026	12/31/2026	Mayor Scott Fadness
City of Franklin <i>Proxy</i> <i>Proxy</i>	Dana Monson <i>Matt McElroy</i>	1/1/2026	12/31/2026	Mayor Steve Barnett
City of Greenfield <i>Proxy</i> <i>Proxy</i>	Glen Morrow <i>Guy Titus</i>	1/1/2026	12/31/2026	Mayor Guy Titus
City of Greenwood <i>Proxy</i> <i>Proxy</i>	Paul Peoni	1/1/2026	12/31/2026	Mayor Mark Myers
Hamilton County <i>Proxy</i> <i>Proxy</i>	Bradley Davis <i>Joel Thurman</i>	1/1/2026	12/31/2026	County Commissioners

Indianapolis Metropolitan Planning Organization Membership List

Updated: March 25, 2026

Local Public Agency	Technical Committee	Term Start	Term End	Appointing Authority
Hancock County <i>Proxy</i> <i>Proxy</i>	Gary Pool	1/1/2026	12/31/2026	County Commissioners
Hendricks County <i>Proxy</i> <i>Proxy</i>	Kim Galloway John Ayers	1/1/2026	12/31/2026	County Commissioners
City of Indianapolis <i>Proxy</i> <i>Proxy</i>	Mark St. John	1/1/2026	12/31/2026	Mayor Joe Hogsett
Johnson County <i>Proxy</i> <i>Proxy</i>	Daniel Johnston <i>Luke Mastin</i>	1/1/2026	12/31/2026	County Commissioners
City of Lawrence <i>Proxy</i> <i>Proxy</i>	Renea Rafala	1/1/2026	12/31/2026	Mayor Deb Whitfield
Town of McCordsville <i>Proxy</i> <i>Proxy</i>	Ryan Crum <i>Mark Witsman</i> <i>Timm Gropp</i>	1/1/2026	12/31/2026	Town Council
Morgan County <i>Proxy</i> <i>Proxy</i>	Kyle Swalls <i>Don Adams</i>	1/1/2026	12/31/2026	County Commissioners
Town of New Palenstine <i>Proxy</i> <i>Proxy</i>	Stephen Pool	1/1/2026	12/31/2026	Town Council
Town of New Whiteland <i>Proxy</i> <i>Proxy</i>	Duane McCauslin	1/1/2026	12/31/2026	Town Council
City of Noblesville <i>Proxy</i> <i>Proxy</i>	Alison Krupski <i>Jim Hellmann</i> <i>Sarah Reed</i>	1/1/2026	12/31/2026	Mayor Chris Jenson
Town of Pittsboro <i>Proxy</i> <i>Proxy</i>	Jason Love	1/1/2026	12/31/2026	Town Council
Town of Plainfield <i>Proxy</i> <i>Proxy</i>	Kevin Whaley <i>Scott Singleton</i>	1/1/2026	12/31/2026	Town Council
Shelby County <i>Proxy</i> <i>Proxy</i>	Desiree Calderella	1/1/2026	12/31/2026	County Commissioners
City of Southport <i>Proxy</i> <i>Proxy</i>	Diana Bossingham	1/1/2026	12/31/2026	Mayor Jim Cooney
Town of Speedway <i>Proxy</i>	Robert Wetnight <i>Jared Sutton</i>	1/1/2026	12/31/2026	Town Council

Indianapolis Metropolitan Planning Organization Membership List

Updated: March 25, 2026

Local Public Agency	Technical Committee	Term Start	Term End	Appointing Authority
City of Westfield	Michael Pearce	1/1/2026	12/31/2026	Mayor Scott Willis
<i>Proxy</i>	<i>Chad Mills</i>			
<i>Proxy</i>	<i>Joe Rengel</i>			
Town of Whiteland	Billy Patrick	1/1/2026	12/31/2026	Town Council
<i>Proxy</i>				
<i>Proxy</i>				
Town of Whitestown	Sri Venugopalan	1/1/2026	12/31/2026	Town Council
<i>Proxy</i>				
<i>Proxy</i>				
City of Zionsville	George Lewis	1/1/2026	12/31/2026	Mayor John Stehr
<i>Proxy</i>	<i>Alec Fair</i>			
<i>Proxy</i>	<i>Brad Meriwether</i>			
Anderson MPO	Jerry Bridges	1/1/2026	12/31/2026	N/A
IndyGo	Ryan Wilhite	1/1/2026	12/31/2026	Board of Directors
<i>Proxy</i>	Annette Darrow	1/1/2026	12/31/2026	
<i>Proxy</i>	Matthew Duffy	1/1/2026	12/31/2026	
CIRTA	Jennifer Gebhard	1/1/2026	12/31/2026	Board of Directors
CIRTA	Amanda Meyer	1/1/2026	12/31/2026	
Columbus MPO	Laura Thayer	1/1/2026	12/31/2026	N/A
FHWA	Erica Tait	1/1/2026	12/31/2026	N/A
FTA	Susan Weber	1/1/2026	12/31/2026	N/A
IDEM	Shawn Seals	1/1/2026	12/31/2026	N/A
IAA	Drew Genneken	1/1/2026	12/31/2026	N/A
INDOT	Brandon Burgoa	1/1/2026	12/31/2026	N/A
INDOT	Valerie Cockrum	1/1/2026	12/31/2026	N/A
Ports of Indiana	Jody Peacock	1/1/2026	12/31/2026	N/A
Private Freight Rep	Bryce Carpenter	1/1/2026	12/31/2026	N/A



Memo

To: IMPO Technical and Policy Committee Members
From: Laura Drascic, IMPO
Date: June 10, 2026
Re: Proposed Q2S Amendments to the 2026-2029 Transportation Improvement Program (TIP)

The IMPO is offering the attached list of proposed amendments to the 2026-2029 TIP for your review. The amendments will be offered for public review and comment from June 5th through the 15th. Comments will also be welcomed in person during the June 17th, 2026 public hearing at the joint Transportation Technical and Policy Committee meeting, or at two virtual pre-hearings planned for June 15th. More information about the virtual pre-hearings is available at indympo.gov/about/public-involvement.

Proposed Q2S Amendments

The MPO received 25 INDOT amendment requests and 5 local amendment requests. A detailed list of all amendment requests can be found attached as Exhibits A.

Administrative Modifications/Amendments

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

Deadlines

Q3 2026 TIP amendment requests are due via MiTIP by July 15th.

Please contact kristyn.sanchez@indympo.gov and laura.drascic@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-006

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 17th day of June 2026.

Chair
Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

QUARTER Q2S, 2026 INDOT 26-06.2

ITEM 2

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	2200086	N/A	US 40	US 40 & Cartersburg Rd Intersection Improvement	Intersection Improvement	Exempt	\$3,225,000		ROW	SFY 2026 STPSM	\$175,000	\$140,000	80%	\$35,000	20%		
PROPOSED		2200086								ROW	SFY 2026 STPSM	\$-	\$-	0%	\$-	0%	Project Eliminated	REMOVE FROM TIP
PRIOR										CN	SFY 2026 STPSM	\$50,000	\$40,000	80%	\$10,000	20%		
PROPOSED										CN	SFY 2026 STPSM	\$-	\$-	0%	\$-	0%		
PRIOR										CN	SFY 2027 STPSM	\$2,400,000	\$1,920,000	80%	\$480,000	20%		
PROPOSED										CN	SFY 2027 STPSM	\$-	\$-	0%	\$-	0%		
PRIOR	INDOT	2301161	N/A	SR 44	SR 44 Small Structures and Drains Construction	Small Structures & Drains Construction	Exempt	\$601,304		-	-	\$-	\$-	-	-	-		
PROPOSED		2301161						\$1,075,969	\$474,665	CN	SFY 2028 NHPP	\$474,665	\$379,732	80%	\$94,933	20%	Adding CN to FY 28 and updating letting date	
PRIOR	INDOT	2301568	N/A	I- 465	District Bridge Project (Rehabilitation) Bridge Deck on I-465	Bridge Deck Overlay	Exempt	\$773,736		CN	SFY 2026 HSIP-ST	\$773,736	\$696,363	90%	\$77,373	10%		
PROPOSED		2301568								CN	SFY 2026 HSIP-ST	\$-	\$-	0%	\$-	0%	project eliminated; - S Doyle 4/10/2026	REMOVE FROM TIP
PRIOR	INDOT	2400731	2400732, 2400733	I- 465	Pavement Patching, I - 465 1.07 mi S of I-65 N junct to 0.60 mi S of I-65 N junct	Patch And Rehab Pavement	Exempt	\$10,068,000		PE/PL	SFY 2026 NHPP	\$2,068,000	\$1,861,000	90%	\$207,000	10%		
PROPOSED		2400731								PE/PL	SFY 2026 NHPP	\$-	\$-	0%	\$-	0%	100% State Funded	REMOVE FROM TIP
PRIOR										CN	SFY 2027 NHPP	\$8,000,000	\$7,200,000	90%	\$800,000	10%		
PROPOSED										CN	SFY 2027 NHPP	\$-	\$-	0%	\$-	0%		
PRIOR	INDOT	2401427	N/A	I- 65	District Bridge Painting	Bridge Painting	Exempt	\$163,000		PE/PL	SFY 2026 NHPP	\$163,000	\$146,700	90%	\$16,300	10%		
PROPOSED		2401427								PE/PL	SFY 2026 NHPP	\$-	\$-	0%	\$-	0%	Project is being eliminated	REMOVE FROM TIP
PRIOR	INDOT	2500618	N/A	SR 44	SR 44 over Youngs Creek, .86 W SR 144	Bridge Thin Deck Overlay	Exempt	\$439,876		PE/PL	SFY 2030 STPSM	\$289,876	\$231,901	80%	\$57,975	20%		
PROPOSED		2500618								CN	SFY 2030 STPSM	\$289,876	\$231,901	80%	\$57,975	20%	Updating FY30 CN from PE	
PRIOR	INDOT	2600154	N/A	I- 65	Tree removal/clearing	Roadside Maintenance, Tree Remov/Trimmg	Exempt	\$753,115		CN	SFY 2028 HSIP-ST	\$610,377	\$549,339	90%	\$61,038	10%		
PROPOSED		2600154						\$1,592,738	\$839,623	CN	SFY 2028 HSIP-ST	\$1,450,000	\$1,305,000	90%	\$145,000	10%	Increasing CN for FY 28 to \$1,450,000	

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	2200077	2200076		Bike/Ped Facilities on US 31	Bike/Pedestrian Facilities	Exempt	\$6,353,867	\$6,353,867	CN	SFY 2028 HSIP-ST	\$6,353,867	\$5,718,480	90%	\$635,387	10%	NEW PROJECT	
NEW	INDOT	2600199	N/A	I- 70	I70W - I465S over I-70, 00.16 E I-465 District Bridge Project (Rehabilitation)	Bridge Maintenance And Repair	Exempt	\$362,614	\$362,614	PE/PL	SFY 2027 NHS	\$50,000	\$45,000	90%	\$5,000	10%	NEW PROJECT	
NEW									CN	SFY 2028 NHS	\$312,614	\$281,353	90%	\$31,261	10%			
NEW	INDOT	2500998	N/A		Various Locations in Marion County Noise wall project (New/Rehabilitation)	Noise Abatement	Exempt	\$3,000,000	\$3,000,000	CN	SFY 2027 NHPP	\$3,000,000	\$2,400,000	80%	\$600,000	20%	NEW PROJECT	
NEW	INDOT	2600778	N/A	US 36	US 36 at the SR 39 E Junction (Cross St) New Signal Installation	New Signal Installation	Exempt	\$470,000	\$470,000	PE/PL	SFY 2027 HSIP-ST	\$150,000	\$135,000	90%	\$15,000	10%	NEW PROJECT	
NEW									CN	SFY 2029 HSIP-ST	\$320,000	\$288,000	90%	\$32,000	10%			
NEW	INDOT	2600682	N/A	SR 44	SR 44 & Centerline Rd/Hospital Rd Intersection Improvement	Intersection Improvement	Exempt	\$549,425	\$549,425	PE/PL	SFY 2027 HSIP-ST	\$200,000	\$160,000	80%	\$40,000	20%	NEW PROJECT	
NEW									CN	SFY 2031 HSIP-ST	\$349,425	\$279,540	80%	\$69,885	20%			
NEW	INDOT	2600810	N/A	US 40	US 40 at Miles Rd New Signal	New Signal Installation	Exempt	\$731,667	\$731,667	PE/PL	SFY 2027 HSIP-ST	\$181,667	\$166,667	92%	\$15,000	8%	NEW PROJECT	
NEW									CN	SFY 2028 HSIP-ST	\$550,000	\$495,000	90%	\$55,000	10%			
NEW	INDOT	2600385	N/A	SR 67	SR 67 NB Bridge over Little White Creek	Bridge Thin Deck Overlay	Exempt	\$592,888	\$592,888	PE/PL	SFY 2027 NHS	\$200,000	\$160,000	80%	\$40,000	20%	NEW PROJECT	
NEW									CN	SFY 2031 NHS	\$392,888	\$314,310	80%	\$78,578	20%			
NEW	INDOT	2600362	N/A	SR 44	SR44, Bridge over Sugar Creek Overflow	Bridge Thin Deck Overlay	Exempt	\$509,254	\$509,254	PE/PL	SFY 2027 NHS	\$120,000	\$120,000	80%	\$-	0%	NEW PROJECT	
NEW									PE/PL	SFY 2027 STPSM	\$30,000	\$30,000	20%	\$-	0%			
NEW									CN	SFY 2031 NHS	\$287,403	\$287,403	80%	\$-	0%			
NEW									CN	SFY 2031 STPSM	\$71,851	\$71,851	20%	\$-	0%			
NEW	INDOT	2600386	N/A	SR 67	SR 67 SB Bridge over Little White Lick Creek	Bridge Thin Deck Overlay	Exempt	\$592,888	\$592,888	PE/PL	SFY 2027 NHS	\$200,000	\$160,000	80%	\$40,000	20%	NEW PROJECT	
NEW									CN	SFY 2031 NHS	\$392,888	\$314,310	80%	\$78,578	20%			
NEW	INDOT	2600579	N/A	I- 74	CR 275E over I-74 EB/WB Bridge Replacement	Bridge Replacement, Steel	Exempt	\$9,715,000	\$9,715,000	PE/PL	SFY 2027 NHPP	\$1,600,000	\$1,440,000	90%	\$160,000	10%	NEW PROJECT	
NEW									ROW	SFY 2029 NHPP	\$50,000	\$45,000	90%	\$5,000	10%			
NEW									CN	SFY 2031 NHPP	\$8,065,000	\$7,258,500	90%	\$806,500	10%			
NEW	INDOT	2600805	N/A		IDIQ Bridge - Various Locations	District Wide Bridge Maintenance	Exempt	\$4,000,000	\$4,000,000	CN	SFY 2028 STPSM	\$2,000,000	\$1,600,000	80%	\$400,000	20%	NEW PROJECT	
NEW									CN	SFY 2029 STPSM	\$2,000,000	\$1,600,000	80%	\$400,000	20%			
NEW	INDOT	2600470	N/A	SR 39	SR 39 Small Structure Replacement	Small Structure Replacement	Exempt	\$1,120,000	\$1,120,000	PE/PL	SFY 2027 STPSM	\$260,000	\$208,000	80%	\$52,000	20%	NEW PROJECT	
NEW									ROW	SFY 2030 STPSM	\$10,000	\$8,000	80%	\$2,000	20%			
NEW									CN	SFY 2031 STPSM	\$850,000	\$680,000	80%	\$170,000	20%			
NEW	INDOT	2600478	N/A	US 40	US 40 Small Structure Replacement at SR 267	Small Structure Replacement	Exempt	\$2,880,000	\$2,880,000	PE/PL	SFY 2027 STPSM	\$675,000	\$540,000	80%	\$135,000	20%	NEW PROJECT	
NEW									ROW	SFY 2030 STPSM	\$5,000	\$4,000	80%	\$1,000	20%			
NEW									CN	SFY 2031 STPSM	\$2,200,000	\$1,760,000	80%	\$440,000	20%			

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	2600622	N/A	US 40	US 40 Small Structures & Drains Construction	Small Structures & Drains Construction	Exempt	\$545,000	\$545,000	PE/PL	SFY 2027 STPSM	\$130,000	\$104,000	80%	\$26,000	20%	NEW PROJECT	
NEW									CN	SFY 2031 STPSM	\$415,000	\$332,000	80%	\$83,000	20%			
NEW	INDOT	2600814	N/A		FY 29 Seymour District Raised Pavement Markings	Raised Pavement Markings, Refurbished	Exempt	\$1,000,000	\$1,000,000	CN	SFY 2029 HSIP-ST	\$1,000,000	\$800,000	80%	\$200,000	20%	NEW PROJECT	
NEW	INDOT	2600815	N/A		FY 29 Seymour District Traffic Signal Modernization	Traffic Signals Modernization	Exempt	\$2,892,000	\$2,892,000	CN	SFY 2029 HSIP-ST	\$2,892,000	\$2,313,600	80%	\$578,400	20%	NEW PROJECT	
NEW	INDOT	2600816	N/A		FY 30 Seymour District Raised Pavement Markings	Raised Pavement Markings, Refurbished	Exempt	\$1,000,000	\$1,000,000	CN	SFY 2030 HSIP-ST	\$1,000,000	\$800,000	80%	\$200,000	20%	NEW PROJECT	
NEW	INDOT	2600818	N/A		FY 30 Seymour District Traffic Signal Modernization	Traffic Signals Modernization	Exempt	\$3,615,000	\$3,615,000	CN	SFY 2030 HSIP-ST	\$3,615,000	\$2,892,000	80%	\$723,000	20%	NEW PROJECT	

QUARTER Q2S, 2026 LOCAL 26-06.1

ITEM 2

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	CIRTA	IND-27-257	N/A	Mobility Management 2027	Other	Exempt	\$247,295	\$247,295	CN	SFY 2027 SEC5307		\$247,295	\$197,836	92%	\$49,459	21%	NEW PROJECT	
NEW	CIRTA	IND-27-258	N/A	My Freedom Program 2027	Other	Exempt	\$222,750	\$222,750	CN	SFY 2027 SEC5307		\$222,750	\$111,375	65%	\$111,375	58%	NEW PROJECT	
NEW	Noblesville	2501404	N/A	146th Street 146th Street and Prairie Baptist Road Roundabout	Intersection or Intersection Groups	Exempt	\$4,607,000	\$4,607,000	ROW	SFY 2029 HSIP-ST		\$376,000	\$300,800	80%	\$75,200	20%	NEW PROJECT	
NEW									CN	SFY 2032 HSIP-ST		\$3,310,000	\$2,648,000	80%	\$662,000	20%		
NEW									CE	SFY 2032 HSIP-ST		\$331,000	\$264,800	80%	\$66,200	20%		
NEW	Noblesville	2501405	N/A	Boden Road Boden Road Pedestrian Tunnel	Pedestrian Enhancement	Exempt	\$4,285,100	\$4,285,100	ROW	SFY 2029		\$33,500	\$-	0%	\$33,500	100%	NEW PROJECT	
NEW									CN	SFY 2032 STATE TAP		\$3,371,000	\$2,696,800	80%	\$674,200	20%		
NEW									CE	SFY 2032 STATE TAP		\$445,600	\$356,480	80%	\$89,120	20%		
NEW	Whitestown	2501448	N/A	Whitestown Parkway & CR Parkway 525 Roundabout	Intersection or Intersection Groups	Exempt	\$3,928,500	\$3,928,500	PE/PL	SFY 2027 STP3UM		\$493,000	\$345,100	70%	\$147,900	30%	NEW PROJECT	
NEW									ROW	SFY 2029 STP3UM		\$187,500	\$131,250	70%	\$56,250	30%		
NEW									CN	SFY 2032 STP3UM		\$2,900,000	\$2,030,000	70%	\$870,000	30%		
NEW									CE	SFY 2032 STP3UM		\$348,000	\$243,600	70%	\$104,400	30%		

2027-2028 Indianapolis MPO Unified Planning Work Program (Year 1)

Des # 2600040
UE# DYDONSJ6R3VU7

Last Updated: Monday, June 8, 2026			Federal		Local		Federal		Local		Other Grant		Local	
ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	2027 PL+5303	2027 PL Local Match	2027 2.5% Safety (100% federal)	2025 PL Local Match Rollover	Other Grant Funds	Other Grant Funds	Other Local Funds	Other Local Funds	
100: Planning Administration	100A	A	Program Administration	\$1,147,939	\$ 2,500	\$ 1,150,439	\$920,351	\$20,088	\$0	\$0	\$0	\$0	\$0	
	100B	B	Budget, Finance, & Reporting	\$32,500	\$ 70,000	\$ 102,500	\$82,000	\$20,500	\$0	\$0	\$0	\$0	\$0	
	100C	C	Board & Panel Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	100D	D	Partner Agency Coordination	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	100E	E	Professional Development	\$69,000	\$ 11,000	\$ 80,000	\$64,000	\$16,000	\$0	\$0	\$0	\$0	\$0	
	100F	F	Internship & Assistantship	\$20,000	\$0	\$ 20,000	\$16,000	\$4,000	\$0	\$0	\$0	\$0	\$0	
	100G	G	Public Education & Engagement	\$0	\$95,200	\$ 95,200	\$76,750	\$18,450	\$0	\$0	\$0	\$0	\$0	
	100H	H	Software & Websites	\$238,300	\$ 20,000	\$ 258,300	\$206,840	\$51,460	\$0	\$0	\$0	\$0	\$0	
	100I	I	*Memberships & Sponsorships	\$16,000	\$ 500	\$ 16,500	\$13,200	\$3,300	\$0	\$0	\$0	\$0	\$0	
	100J	J	Certification Review	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	100K	K	Strategic Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	100L	L	Discretionary Grant Apps	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	100M	M	*Government Relations	\$0	\$65,000	\$ 65,000	\$0	\$65,000	\$0	\$0	\$0	\$0	\$0	
	100R	R	Human Resources	\$0	\$ 40,000	\$ 40,000	\$32,000	\$8,000	\$0	\$0	\$0	\$0	\$0	
Element 100 Subtotal			\$1,523,739	\$ 304,200	\$ 1,827,939	\$1,410,351	\$ 417,588	\$ -	\$ -	\$ -	\$ -	\$ -		
200: Data and GIS	200A	A	Data Program Administration	\$438,666	\$ -	\$ 438,666	\$350,933	\$87,733	\$0	\$0	\$0	\$0		
	200B	B	Land Use Data & Modeling	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	200C	C	Public Travel Surveys	\$0	\$ 60,000	\$ 60,000	\$48,000	\$12,000	\$0	\$0	\$0	\$12,000		
	200D	D	Transportation System Data	\$0	\$ 312,500	\$ 312,500	\$250,000	\$62,500	\$0	\$0	\$0	\$0		
	200E	E	Transport Asset Mgmt Data	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	200F	F	Performance Targets, Progress	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	200G	G	Travel System Demand Forecast	\$0	\$ 169,918	\$ 169,918	\$135,934	\$33,984	\$0	\$0	\$0	\$0		
	200H	H	Information Communications	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	Element 200 Subtotal			\$438,666	\$ 442,418	\$ 881,084	\$ 784,867	\$ 96,217	\$ -	\$ -	\$ -	\$ -	\$ 12,000	
	300: Programming	300A	A	Programming Administration	\$192,052	\$ -	\$ 192,052	\$153,642	\$38,410	\$0	\$0	\$0	\$0	
300B		B	Policy and Procedure Dev	\$0	\$ 68,438	\$ 68,438	\$54,750	\$13,688	\$0	\$0	\$0	\$0		
300C		C	Maintenance and Awards	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
300D		D	Development and Approval	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
300E		E	Call for Projects	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
300F		F	Project Cost/ Engineer Review	\$0	\$ 40,000	\$ 40,000	\$32,000	\$8,000	\$0	\$0	\$0	\$0		
300G		G	M/TIP Maintenance	\$0	\$ 200,000	\$ 200,000	\$160,000	\$40,000	\$0	\$0	\$0	\$0		
300H		H	Tracking	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
300I		I	ADJA Title VII	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
300J		J	Complete Streets	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
300K		K	Annual TIP Reports	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
Element 300 Subtotal			\$192,052	\$ 308,438	\$ 500,490	\$ 400,392	\$ 100,098	\$ -	\$ -	\$ -	\$ -			
400: MTP, Transportation Conformity, & Freight	400A	A	Planning Administration	\$457,559	\$ -	\$ 457,559	\$366,047	\$91,512	\$0	\$0	\$0	\$0		
	400B	B	MTP Development & Management	\$0	\$ 210,000	\$ 210,000	\$168,000	\$42,000	\$0	\$0	\$0	\$0		
	400C	C	Scenario Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	400D	D	Freight Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	400E	E	Member Planning Assistance	\$0	\$ 30,000	\$ 30,000	\$24,000	\$6,000	\$0	\$0	\$0	\$0		
Element 400 Subtotal			\$457,559	\$ 240,000	\$ 697,559	\$ 558,047	\$ 139,512	\$ -	\$ -	\$ -	\$ -			
500: Multi-Modal	500A	A	Multi-modal Program Admin	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	500B	B	*Safety Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	500C	C	Active Transportation Planning	\$0	\$ 165,000	\$ 165,000	\$83,815	\$81,185	\$85,231	\$0	\$0	\$0		
	500D	D	Transit Planning	\$0	\$ 2,500	\$ 2,500	\$2,000	\$500	\$0	\$0	\$0	\$0		
	500E	E	Transportation & Land Use	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	500F	F	*Electric Vehicles	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
Element 500 Subtotal			\$0	\$ 167,500	\$ 167,500	\$ 65,815	\$ 101,685	\$ 85,231	\$ -	\$ -	\$ -			
600: Other Planning Initiatives & Studies	600A	A	*IndyGo Analysis & Studies	\$5,650	\$ -	\$ 5,650	\$4,520	\$1,130	\$0	\$0	\$0	\$0		
	600B	B	IndyGo Outreach	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600C	C	Transit Asset Management Plan	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600D	D	CIRTA Planning & Engagement	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600E	E	CIRTA Mobility Management	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600F	F	Other CIRTA Studies	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600G	G	Local Thoroughfare Plans	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600H	H	Local Planning Studies	\$0	\$ 125,000	\$ 125,000	\$100,000	\$25,000	\$0	\$0	\$0	\$25,000		
	600I	I	Partner Strategic Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600J	J	Reg ED Planning Support	\$0	\$ 125,000	\$ 125,000	\$0	\$0	\$0	\$0	\$100,000	\$25,000		
	600K	K	Reg LU & Housing Support	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
	600L	L	Reg Env Planning Support	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0		
Element 600 Subtotal			\$5,650	\$ 250,000	\$ 255,650	\$ 104,520	\$ 151,130	\$ -	\$ -	\$ 100,000	\$ 50,000			

NOTE: Funding in Elements 700, 800, and 900 will come from non-federal transportation sources and will not be included in the IMPO's INDOT grant agreement.
 *A portion is for UHP display purposes only - Other funds used than just federal planning (P-L) funds and P-L match

	2026 Total	2026 PL + 5303	2026 PL Local Match	2.5% Safety Set Aside	2025 PL Local Match Rollover	Other (Non-MPO) Grants	Other Local Funds
Element 100	\$ 1,827,939	\$ 1,410,351	\$ 417,588	\$ -	\$ -	\$ -	\$ -
Element 200	\$ 969,084	\$ 784,867	\$ 184,217	\$ -	\$ -	\$ -	\$ 12,000
Element 300	\$ 500,490	\$ 400,392	\$ 100,098	\$ -	\$ -	\$ -	\$ -
Element 400	\$ 697,559	\$ 558,047	\$ 139,512	\$ -	\$ -	\$ -	\$ -
Element 500	\$ 167,500	\$ 65,815	\$ 101,685	\$ -	\$ -	\$ -	\$ -
Element 500 (2.5% Safety Set Aside)	\$ 85,231	\$ -	\$ -	\$ 85,231	\$ -	\$ -	\$ -
Element 600	\$ 255,650	\$ 104,520	\$ 151,130	\$ -	\$ -	\$ 100,000	\$ 50,000
Grand Total (100-600)	\$2,617,667	\$1,812,556	\$ 4,268,222	\$ -	\$ 85,231	\$ 100,000	\$ 62,000
INDOT (100-600) Grand Total	\$2,617,667	\$ 1,812,556	\$ 4,430,222	\$ -	\$ 85,231	\$ 100,000	\$ 62,000

INDOT PO	2027 Revenues	Federal	Local	Total
	2027 Combined Planning Grant Estimate (FHWA Planning Funds + FTA 5303)	\$3,323,993	\$830,998	\$4,154,991
	2027 2.5% IJIA Safety Set-Aside	\$85,231	\$0	\$85,231
		\$3,409,224	\$830,998	\$4,240,222
Other Revenues	2027 MPO Policy Board Government Relations	\$0	\$65,000	\$65,000
	LPA Planning Program Match	\$0	\$25,000	\$25,000
	IndyGo Onboard Survey Match	\$0	\$12,000	\$12,000
	EDA Comprehensive Economic Development Strategy (CEDS) Grant + Partner Match	\$100,000	\$25,000	\$125,000
		\$100,000	\$127,000	\$227,000
		\$3,509,224	\$967,998	\$4,467,222

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities "to increase safe and accessible options for multiple travel modes for people of all ages and abilities." Up to 2.5% may be used as 100% federal.

500C Active Transportation Planning Federal \$85,231

Modifications & Amendments

Indianapolis Metropolitan Planning Organization

200 E. Washington Street | City-County Building, Suite 2322 | Indianapolis, IN 46204-2526

CY 2027 - 2028 Unified Planning Work Program (Year 1)

Indianapolis Metropolitan Planning Area



Des # 2600040

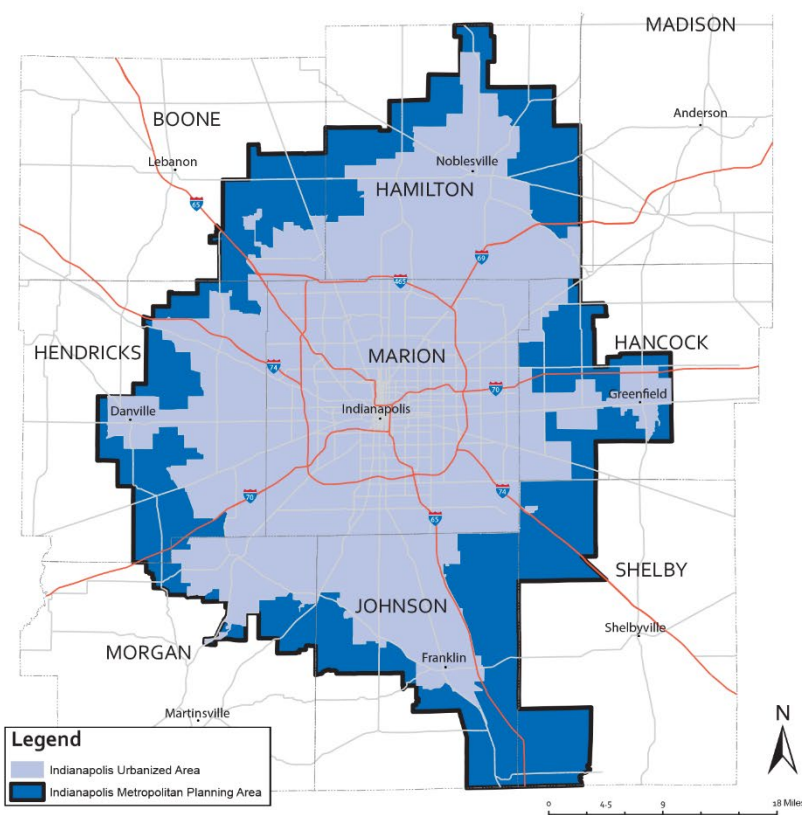
Proposed to the IMPO Transportation Policy Committee June 17, 2026

Indianapolis Metropolitan Planning Organization

FAQ BOOK

WHAT IS THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (MPO)?

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



METROPOLITAN PLANNING AREA (MPA)

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

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

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

INDIANAPOLIS METROPOLITAN PLANNING AREA
1,520 Sq. Miles
Population: 1,558,201

INDIANAPOLIS URBANIZED AREA
975 Sq. Miles
Population: 1,509,009

ACRONYMS

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

WHAT ARE THE GOALS OF THE MPO?

MAINTAINING A CONTINUING, COOPERATIVE, AND COMPREHENSIVE PLANNING PROCESS



Table of Contents

I.	Introduction	7
A.	Purpose	7
B.	Regulatory Citations & Certifications	7
C.	Overview of the Indianapolis Metropolitan Planning Organization	8
II.	Goals of the CY 2027-2028 UPWP	8
A.	Mission Statement	8
B.	Planning Priorities Facing the Metropolitan Planning Area	9
III.	Rollover Funds, Safety, & Air Quality	12
A.	Rollover of Planning Funds from 2026 into 2027	12
B.	Increasing Safe & Accessible Transportation Options	12
C.	Air Quality Transportation Conformity Status	12
IV.	Program Work Elements	13
	100 Administration / Public Participation	13
a)	Program Administration	13
b)	Budget, Finance, & Reporting	14
c)	Board & Panel Management	14
d)	Partner Agency Coordination	14
e)	Professional Development	14
f)	Youth Outreach & Internship Program	14
g)	Public Education & Engagement	14
h)	Software & Websites	15
i)	Memberships & Sponsorships	15
j)	Certification Review	15

k) Strategic Planning	15
l) Discretionary Grant Applications	15
m) Government Relations	16
r) Human Resources	16
200 Data Collection & Analysis	16
a) Data Program Administration	16
b) Land Use Data	16
c) Travel Surveys	17
d) Transportation System Performance Data	17
e) Transportation Asset Management Data	17
f) Performance Measures	17
g) Travel System Demand Forecasts	17
h) Information Communication	18
300 Short Range Planning and Management Systems	18
a) TIP Program Administration	18
b) TIP Policy & Procedure Development	18
c) TIP Maintenance & Amendments	18
d) TIP Development & Approval	19
e) Call for Projects	19
f) Project Cost Estimates & Engineer Review	19
g) MiTIP Maintenance	19
h) Quarterly Tracking	19
i) ADA & Title VI	20
j) Complete Streets Policy Monitoring	20
k) Annual TIP reports	20

400 Long Range Planning and Air Quality	20
a) Planning Administration	20
b) MTP Development & Management	21
c) Scenario Planning & Regional Center Analysis	21
d) Freight Planning	21
e) Member Planning Assistance	21
500 Transit and Active Transportation	21
a) Multimodal Program Administration	21
b) Safety Planning	22
c) Active Transportation Planning	22
d) Transit Planning	22
e) Transport & Land Use	22
f) Electric Vehicles	22
600 Other Planning Initiatives	23
a) IndyGo Analysis & Studies	23
b) IndyGo Outreach	23
c) Transit Asset Management Plan	23
d) CIRT A Planning & Engagement	23
e) CIRT A Mobility Management	23
f) Other CIRT A Studies	24
g) Local Thoroughfare Plans	24
h) Local Planning Studies	24
i) Partner Strategic Planning	24
j) Regional Economic Development (ED) Support	24
k) Regional Land Use (LU) & Housing Support	24

l) Regional Environmental Planning Support _____	25
Appendix B: IMPO Redesignation Letter (October 23, 2018) _____	28
Appendix C: IMPO Transportation Policy Committee _____	29
Appendix D: Indianapolis IMPO-CAMPO-MCCOG Memorandum of Understanding _____	31
Appendix E: INDOT-IMPO-IndyGo Memorandum of Agreement _____	48
Appendix F: FTA Civil Rights Assurances _____	59
Appendix G: USDOT-Indianapolis Planning Certification Letter _____	65
Appendix H: INDOT-Indianapolis MPO Transportation Planning Process Certification _____	67
Appendix I: INDOT-Approved IMPO Cost Allocation Plans _____	68
Appendix J: IMPO Policy Board Resolutions _____	69

I. Introduction

A. Purpose

Transportation planning in the Indianapolis Metropolitan Planning Area (MPA) is an interactive process involving elected officials, planners, engineers, and residents of Central Indiana, and is overseen by the Indianapolis Metropolitan Planning Organization (IMPO or Indianapolis MPO) under the direction of the IMPO Transportation Policy Committee. This Unified Planning Work Program (UPWP) will set forth the major transportation planning initiatives and activities between January 1, 2027 and December 31, 2028. The UPWP consists of six (6) transportation program elements, each of which contributes to maintaining and implementing Central Indiana's transportation plans in compliance with the Infrastructure Investment and Jobs Act (IIJA) and the mission statement of the IMPO. The six elements are Administration / Public Participation (100), Data Collection and Analysis (200), Short Range Planning and Management Systems (300), Long-Range Planning and Air Quality (400), Transit and Active Transportation (500), and Other Planning Initiatives P (600).

B. Regulatory Citations & Certifications

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

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

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

document as Appendix G and the IMPO's Transportation Planning Process Certification has been included as Appendix H. **Note:** *At the time of preparation of this UPWP, the IMPO was awaiting the results of the 2026 USDOT-IMPO certification process from the review that took place June 14-15, 2026.*

C. Overview of the Indianapolis Metropolitan Planning Organization

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

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

The IMPO has been continuously certified by the Federal Highway Administration (FHWA) to meet all pertinent federal regulations since its inception in 1962. The last Certification Review was held on June 14 - 15, 2026, involving the IMPO, INDOT, Federal Transit Administration (FTA), and FHWA staff, in addition to a public hearing that included several other local stakeholders.

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

II. Goals of the CY 2027-2028 UPWP

A. Mission Statement

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

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

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

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

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

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

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

B. Planning Priorities Facing the Metropolitan Planning Area

2055 Metropolitan Transportation Plan Major Update (400B). The IMPO will begin the development of the next major update to the region's long-range transportation plan. The 2055 Metropolitan Transportation Plan (MTP) will guide regional transportation investment and policy direction into the mid-century. This effort will be supported through a dedicated consultant contract for the MTP Major Update (400B), initiated through an RFP in late 2026 and expected to flow into 2028. Work in 2027 will include scoping, scenario development, engagement planning, resiliency scoring updates, and the integration of regional datasets and forecasts. As the largest policy effort of the year, the

2055 MTP will also draw from related tasks such as the Resiliency Rescore (400B), the Active Transportation Plan (500C), and scenario planning activities (400C).

Modeling Program (200G). The IMPO and consultants will complete build-out of the new activity-based [Travel Demand Model](#) (TDM, 200G). The IMPO will finalize modeling work necessary to fully support the completed 2055 MTP update and will implement the region’s next-generation Activity-Based Model (ABM). This includes continued work under the Travel Demand Model Maintenance & Update contract (200G) as well as completion of the new Vision Eval strategic modeling program (200G) and utilization of Community Viz for population projects and [scenario planning](#) (400C). Together, these efforts will expand the region’s analytical capabilities, allowing scenario testing, improved forecasting, and integration of multimodal performance metrics.

Transportation Improvement Program Operations Support Through MiTIP Maintenance, Replica Count Data, Cost Estimating, TIP Development, and TIP Scoring Update (300G, 200D, 300F, 300K, 300B). The IMPO will continue to maintain all systems essential to administering the region’s [Transportation Improvement Program \(TIP\)](#). This includes ongoing support for the [MiTIP](#) platform (300G), which is scheduled for contract renewal and enhancement in 2027; continuation of the [Replica Motor Vehicle and Pedestrian Count Data](#) contract (200D) through its April 2027 renewal; ongoing Engineering Cost Review services (300F) to support project submittals; and completion of the regular 2027 TIP Update (300K). The TIP Scoring Update made significant progress toward adoption in 2026 and will be completed and implemented in 2027 (300B). These tasks ensure that project scoring, data inputs, cost estimates, and system performance remain accurate and up to date throughout the program year.

Active Transportation Plan (500C). The IMPO will complete the [Active Transportation Plan](#) through work already underway in the existing consultant contract (500C). The 2027 focus will be on final analysis, network recommendations, and preparing the scoring framework for incorporation into the [2055 MTP major update](#). This plan will serve as a critical input to future multimodal investment strategies and safety initiatives.

Ongoing MPO Operations (100A, 100B, 100R). To support the continued operation and compliance of the organization, the IMPO will maintain contracts for Legal Services (100B) and Human Resources support (100R), including ongoing performance management, NeoGov administration, and succession planning. Standard staffing, salary, and administrative functions continue through administrative activities (100A) and regular employee manual updates (100R). The IMPO team will complete computer hardware updates (100A), and maintain all software necessary to maintain operations (100H). These activities ensure that the MPO continues to function effectively while meeting all federal and state employment requirements.

Public Communications, Engagement, and Accessibility (100G, 100H). The IMPO will maintain a strong public participation and communications program through the Public Relations / Communications contract (100G), On-Call Graphic Design services (100G), annual [SERV Committee](#)

programming (100G), and ongoing Website Maintenance (100H). In addition, the IMPO will conduct accessibility audits for WCAG 2.1 AA compliance (100G), ensuring alignment with updated federal guidelines. These efforts support ongoing transparency, public engagement, and communications consistency throughout the region.

Certification Review Follow-Up (100J). After completing the [2026 federal certification review](#), the IMPO will continue implementing necessary actions under the FHWA/FTA Certification Implementation (100J). While the 2026 cycle concluded major review activities, 2027 will include refinement of documentation, tracking of recommended improvements, and any procedural updates needed to maintain full certification compliance through the next review cycle.

Complete the IndyGo Onboard Survey and Red Line After Study (200C, 500E). The IMPO will complete two major transit data and evaluation projects that began in 2026. The IndyGo Onboard Survey (200C), conducted every few years to understand regional passenger travel patterns and inform system planning, was substantially completed in 2026 and will conclude in 2027 with final reporting and required follow-up. In coordination with transit partners, the IMPO will also complete remaining tasks related to the Red Line Progress Report (500E), which advanced significantly in 2026 and will incorporate final evaluation items in 2027 based on lessons learned from the initial service years. Together, these efforts will support system performance monitoring, future transit planning, and integration into regional modeling tools.

Strategic Plan and Data RoadMAP Implementation (100K, 200G, 200H). Following completion of the IMPO's [Strategic Plan](#) in 2026, staff and leadership will begin implementing that efforts list of recommendations (100K). Parallel to this effort, the IMPO will carry forward implementation items from the [Data RoadMAP \(Modeling & Analytics Plan\)](#), which was also completed in 2026 and details data-related efforts like the Travel Demand Model Maintenance & Update (200G) and Dashboard and Data Portal work (200H) for the next two MTP cycles. Combined, these initiatives will guide organizational priorities and data investments, improve analytical capabilities, and support the long-term vision for data-driven planning across the region.

Safety Planning (500B). The IMPO is committed to reducing traffic crashes and deaths, which have persisted at near-record highs. Staff will continue to clean and publish ARIES crash data to the [IMPO's Central Indiana Serious Injury & Fatality Crash Dashboard](#). The IMPO's dashboard provides a comprehensive view of traffic crashes and deaths in the region. The data is used to track trends, identify areas of concern, and develop strategies to improve safety. Local media often cite the dashboard, and local law enforcement has been using it to guide traffic enforcement efforts. The Central Indiana [Safety Action Plan](#) was completed in 2026, funded in part by a Safe Streets for All grant.

III. Rollover Funds, Safety, & Air Quality

A. Rollover of Planning Funds from 2026 into 2027

For budgeting purposes, the IMPO estimates a year-end unclaimed federal PL balance (or rollover balance) of approximately \$500,000. 100% of that funding is currently obligated, and any unclaimed funds at the end of 2026 will be spent down early in 2027 as those projects come to a close. Expected uses of funds include completion of the Travel Demand Model Update (200G), the Red Line Progress Report (500E), the IndyGo Onboard Survey (200C), and the Active Transportation Plan (500C).

B. Increasing Safe & Accessible Transportation Options

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their annual planning funds to carry out one or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities.” Up to 2.5% of the total planning allocation may be used as 100% federal funds toward eligible activities. The IMPO anticipates utilizing those funds on the Active Transportation Plan, which is a process directly aligned with the goals outlined in the Infrastructure Investment & Jobs Act:

500C	Active Transportation Plan	\$85,231
		\$85,231

C. Air Quality Transportation Conformity Status

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

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

Similarly, five counties in Central Indiana were previously designated as nonattainment for fine particulates of 2.5 microns (PM 2.5), but as of July 2013 (as indicated by 78 FR 41698 and 80 FR

2205), Central Indiana has achieved the status of Unclassifiable/Attainment, therefore this area is in compliance for the annual PM 2.5 standard.

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

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

The Federal EPA announced the Official Release of the MOVES5 Motor Vehicle Emissions Model for SIPS and Transportation Conformity in the Federal Register on December 11, 2024: 88 FR 99862. While the Indianapolis MPO is not currently reporting regional emissions analysis as part of the transportation conformity process, MOVES 5 has been implemented in order to produce required inputs for the IMPO ITDM Air Quality Post-Processor.

IV. Program Work Elements

100 Administration / Public Participation

a) Program Administration

Program Administration includes all IMPO staff time, salaries, and overhead required to manage day-to-day operations of the organization, including payroll administration, office management, policy development, supply and equipment purchases, office rent, and procurement. Routine administrative work is ongoing throughout the year and remains fully completed by IMPO staff. Staff will continue the standard management of personnel, leases, and operating procedures. Deliverables include timesheets, procurement documentation, asset tracking, and other operating materials.

b) Budget, Finance, & Reporting

IMPO staff will conduct monthly, quarterly, and annual financial activities required under state and federal regulations. This includes maintenance of the UPWP, preparation of amendments, development of financial reports, and upkeep of the invoice portal and accounting systems. This task also includes contract legal services. Work is ongoing throughout the year and is completed in-house by staff, with limited support from consultants as needed. Deliverables include required financial reports, UPWP documentation, and updated financial system records.

c) Board & Panel Management

IMPO staff will organize and support meetings of the Policy, Technical, and Executive Committees, including agenda development, preparation of meeting packets, and documentation of minutes. IMPO staff will also conduct individual jurisdiction briefings and orientation for new members as needed. This activity is performed entirely by IMPO staff and occurs year-round. Deliverables include updated bylaws, agendas, minutes, and meeting materials posted to the IMPO website.

d) Partner Agency Coordination

IMPO staff will coordinate with FHWA, FTA, INDOT, and statewide MPO partners through recurring meetings and technical coordination activities. Staff will participate in statewide committees, federal review sessions, and local partner working groups. Deliverables include meeting participation records and coordination communications maintained throughout the year.

e) Professional Development

IMPO staff will participate in training, workshops (i.e. FHWA, FTA, and INDOT), conferences, peer exchanges, and other professional-development activities related to planning, modeling, project management, and data. Staff will schedule travel and registration internally and maintain training summaries. Activities occur throughout the year.

f) Youth Outreach & Internship Program

IMPO staff will continue the internship program, including hiring and supervising interns and coordinating high-school outreach activities. Work includes maintaining partnerships with regional universities and supporting youth participation programs. Deliverables include completed internship work products and activity summaries.

g) Public Education & Engagement

IMPO staff will carry out all public engagement, communications, and outreach efforts, including social media content, public notices, newsletters, video scripting, demographic analysis, surveys, website postings, and public comment documentation. Contracted services

will support on-call graphic design, Public Relations and communications, translation services, SERV Committee activities, and accessibility audits. Staff will maintain and update the Public Involvement Plan and engagement tools throughout the year. Deliverables include surveys, communications materials, advertising for public participation and awareness, engagement reports, and updated public-facing dashboards and web content.

h) Software & Websites

IMPO staff will manage software license renewals, maintain the software inventory, and oversee all website updates. Software licenses include accounting and human resources software, mapping and design software, curated model data, and travel demand modeling, among others. A website maintenance vendor will continue providing technical support, software updates, plug-ins, and improvements. Deliverables include updated website content, dashboard utilization reports, and software license renewal tracking.

i) Memberships & Sponsorships

IMPO staff will maintain organizational AMPO (Association of Metropolitan Planning Organizations) membership. Staff will also administer sponsorships supporting public education or professional development activities in a matter consistent with 2 CFR 200.403. Deliverables include membership records and sponsorship documentation.

j) Certification Review

IMPO staff will implement recommendations from the 2026 federal certification review, which was completed April 14-15, 2026. Activities include procedural updates, documentation of lessons learned from public engagement and planning initiatives, follow-up coordination, consistent with recommendations in the FHWA Certification Report. Deliverables include the Certification Report, updated compliance documentation, and internal tracking materials.

k) Strategic Planning

IMPO management and staff will implement recommendations from the strategic plan adopted in 2026, including internal process improvements and organizational initiatives. Beyond implementing the IMPO's established business practices, the IMPO will continue to grow around the Strategic Plan's model of *Convene, Inform, Plan, and Fund*. Staff will also implement action items from the Data RoadMAP, which details data and modeling investments over the next two MTP cycles. Deliverables include updated procedures, progress documentation, the organizational Strategic Plan and the Data RoadMAP, and implementation tracking materials.

l) Discretionary Grant Applications

IMPO staff will prepare or support discretionary grant applications as funding opportunities arise. Work includes coordination with member agencies, data support, and application development. Deliverables include submitted applications and related supporting materials.

m) Government Relations

This activity will be funded entirely with local funds. The IMPO will remain in compliance with 31 USC 1352; no federal funds will be used for government relations. IMPO management will oversee a fully locally funded government-relations contract to monitor and report on state legislative activity affecting transportation planning, regional governance, and funding. The contractor will provide periodic legislative updates, while IMPO staff will coordinate communications with member communities. Deliverables include legislative reports and briefings.

r) Human Resources

IMPO staff and the human resources (HR) consultant will maintain HRIS (human resource information system) software, employee manuals, job descriptions, salary bands, benefits administration, personnel administration, and compliance-related policies. Work includes performance evaluations, the updated employee manual, job descriptions, and updated salary bands. The HRIS is due to be bid out again in 2027, which will be a significant HR task.

ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	
100: Planning Administration	100A	A	Program Administration	\$1,147,939	\$ 2,500	\$ 1,150,439
	100B	B	Budget, Finance, & Reporting	\$32,500	\$ 70,000	\$ 102,500
	100C	C	Board & Panel Management	\$0	\$ -	\$ -
	100D	D	Partner Agency Coordination	\$0	\$ -	\$ -
	100E	E	Professional Development	\$69,000	\$ 11,000	\$ 80,000
	100F	F	Internship & Assistantship	\$20,000	\$ -	\$ 20,000
	100G	G	Public Education & Engagement	\$0	\$ 95,200	\$ 95,200
	100H	H	Software & Websites	\$238,300	\$ 20,000	\$ 258,300
	100I	I	*Memberships & Sponsorships	\$16,000	\$ 500	\$ 16,500
	100J	J	Certification Review	\$0	\$ -	\$ -
	100K	K	Strategic Planning	\$0	\$ -	\$ -
	100L	L	Discretionary Grant Apps	\$0	\$ -	\$ -
	100M	M	*Government Relations	\$0	\$ 65,000	\$ 65,000
	100R	R	Human Resources	\$0	\$ 40,000	\$ 40,000
	Element 100 Subtotal			\$1,523,739	\$ 304,200	\$ 1,827,939

200 Data Collection & Analysis

a) Data Program Administration

IMPO staff will coordinate and manage all data program activities, including implementation of the Data RoadMAP, internal staff coordination, and support for planning, programming, and modeling needs. Work will occur throughout the year and includes facilitating staff meetings, managing workflows, managing consultant contracts, and ensuring that data needs for IMPO programs are met. Deliverables include internal time documentation and maintenance of data program workflows.

b) Land Use Data

IMPO staff will maintain, update, and distribute socioeconomic and land-use datasets used in IMPO modeling and planning processes. Staff will acquire licensed datasets as needed,

guided by the Data RoadMAP. Work continues throughout the year and includes distribution of data to member jurisdictions within license constraints. Deliverables consist of updated land-use and socioeconomic datasets prepared for internal and member use.

c) *Travel Surveys*

IMPO staff helped administer and support travel survey efforts in 2026, including the major household travel survey (HHTS, branded as *Hoosier Travel Counts*) and transit On-Board Surveys. In 2027 this includes utilizing HHTS to calibrate the travel demand model, and completing reporting and deliverables for the IndyGo On-Board Survey. The On-Board Survey was primarily conducted by a vendor in 2026, on a contract matched by IndyGo. IMPO staff will manage vendor coordination and ensure survey results are analyzed and provided for regional modeling and transit planning efforts. Deliverables include survey datasets and final vendor reports.

d) *Transportation System Performance Data*

IMPO staff will collect, acquire, and process transportation system performance data, including vehicular counts, speed data, and safety-related datasets. This includes management of the Replica vehicle and pedestrian count contract and cleaning crash data from ARIES. Staff will respond to data requests, maintain the count database, and prepare updates for dashboards and reporting. Deliverables include updated datasets available on request or posted to IMPO online resources.

e) *Transportation Asset Management Data*

IMPO staff will maintain pavement, bridge, [ITS \(Intelligent Transportation Systems\)](#), and related asset-management datasets used in evaluating transportation system condition. Activities include coordinating with INDOT and local agencies to maintain inventories and incorporate updates into MPO planning datasets. Work is performed continuously throughout the year. Deliverables include updated datasets and asset information incorporated into IMPO planning tools. Depending on license requirements, some datasets will be made available through the [IMPO Data Portal](#).

f) *Performance Measures*

IMPO staff will maintain federally required, State-adopted performance measures and targets, coordinating with INDOT and local agencies to update reporting on roadway, bridge, air quality, and safety measures. Staff will revisit performance reporting at least twice per year and prepare documentation required for federal compliance. Deliverables include updated [performance measure reports](#) posted to IMPO online platforms.

g) *Travel System Demand Forecasts*

IMPO staff will maintain the regional [Travel Demand Model](#) and activity-based modeling tools. Activities include coordinating model updates with the modeling vendor, maintaining the VisionEval-based strategic modeling tool, and preparing scenarios for planning applications. Staff will respond to modeling requests, maintain inputs, and oversee vendor

support contracts. Deliverables include model runs, updated model inputs, and scenario outputs provided upon request.

h) Information Communication

IMPO staff will support regional data communication through development and maintenance of [dashboards](#), the [open data portal](#), [GIS mapping tools](#), StoryMaps, and visualizations delivered through ArcGIS Online. Staff will maintain the Data Hub, update datasets, and coordinate with partner agencies on land-use and development tracking. Work continues throughout the year and includes both in-house updates and vendor support as needed. Deliverables include updated dashboards, maps, and data resources on IMPO's online platforms.

ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	
200: Data and GIS	200A	A	Data Program Administration	\$438,666	\$ -	\$ 438,666
	200B	B	Land Use Data & Modeling	\$0	\$ -	\$ -
	200C	C	Public Travel Surveys	\$0	\$ 60,000	\$ 60,000
	200D	D	Transportation System Data	\$0	\$ 312,500	\$ 312,500
	200E	E	Transport Asset Mgmt Data	\$0	\$ -	\$ -
	200F	F	Performance Targets, Progress	\$0	\$ -	\$ -
	200G	G	Travel System Demand Forecast	\$0	\$ 169,918	\$ 169,918
	200H	H	Information Communications	\$0	\$ -	\$ -
	Element 200 Subtotal			\$438,666	\$ 542,418	\$ 981,084

300 Short Range Planning and Management Systems

a) TIP Program Administration

IMPO staff will oversee day-to-day administration of the Transportation Improvement Program (TIP), including staff coordination, timesheet management, general research, responses to member requests, and contract oversight. This work continues throughout the year and is completed entirely by IMPO staff. Deliverables include timesheets and administrative documentation.

b) TIP Policy & Procedure Development

IMPO staff will monitor federal and state requirements and update internal TIP policies and procedures as needed. Staff will continue implementing the Federal Funds Exchange program, support committee discussions, and update TIP scoring rubrics based on the most recent scoring review. Work occurs year-round and is performed fully by IMPO staff. Deliverables include updated policy language and revised scoring documentation posted on the [MiTIP public portal](#).

c) TIP Maintenance & Amendments

IMPO staff will conduct ongoing program monitoring and prepare [TIP amendments](#) and modifications as needed. Staff will also review previously completed projects and evaluate their performance through additional Before and After Studies. This work is performed

continuously throughout the year. Deliverables include updated TIP documentation posted to [IMPO webpage](#).

d) TIP Development & Approval

IMPO staff will develop the next four year (minimum) TIP in coordination with INDOT's STIP cycle, ensuring that all federal requirements for project selection, public involvement, and fiscal constraint are met. This includes coordination with the TIP scoring vendor, preparation of scoring materials, updating the CMAQ evaluation workbook, and supporting Board review and approval. Work is ongoing, with vendor support used for scoring updates. Deliverables include updated TIP scoring documentation and materials posted to MiTIP.

e) Call for Projects

IMPO staff will conduct the annual call for projects for applicable federal and state programs, prepare project lists for committee review, and communicate timelines to local public agencies. Work is ongoing each year and completed by IMPO staff. Deliverables include call for projects application packet, recommended project lists and documentation posted in board meeting materials, on the IMPO website and in MiTIP.

f) Project Cost Estimates & Engineer Review

IMPO staff will coordinate with an engineering cost review consultant to evaluate project scopes and cost estimates submitted during TIP call for project cycles, including safety and congestion program reviews. The consultant will support refinement of estimates and assist with related project development tasks. Work occurs continuously throughout the year. Deliverables include updated project cost estimates documented in MiTIP.

g) MiTIP Maintenance

IMPO staff will maintain the MiTIP project management and public-facing system, coordinating with the software vendor on platform updates, Federal Funds Exchange features, and ongoing system enhancements. Work continues year-round, with staff handling system updates and the consultant providing hosting and maintenance services. Deliverables include an updated MiTIP platform reflecting annual policy and process adjustments. The MiTIP system is due for a new contract in 2027. Procurement and MiTIP licensing will be a major staff priority.

h) Quarterly Tracking

IMPO staff will administer the Quarterly Tracking Policy, reviewing Local Public Agency reports and coordinating quarterly meetings with LPAs and planning partners. Work is ongoing and completed in-house. Deliverables include quarterly progress documentation and updates posted through MiTIP.

i) ADA & Title VI

IMPO staff will continue monitoring ADA Transition Plan and Title VI compliance for LPAs and integrate relevant requirements into project development processes. Staff will coordinate demographic tracking and keep track of ADA training resources from FHWA and INDOT for both staff and board LPAs. Work is ongoing, with limited vendor involvement for training. Deliverables include updated [ADA](#) and [Title VI documentation](#) posted on IMPO webpages and within MITIP.

j) Complete Streets Policy Monitoring

Staff will administer the IMPO's regional Complete Streets Policy and convene the Complete Streets Task Force as necessary to review projects and make recommendations to the Policy Committee. Staff will monitor policy outcomes related to vehicle mobility, congestion, pedestrian safety, and bicycle access. Work occurs throughout the year. Deliverables include summary findings for committee review.

k) Annual TIP reports

IMPO staff will prepare the Annual List of Obligated Projects and other annual TIP-required reports, including the Federal Funds Exchange program report and TAP report. Reports will be produced within federal and state deadlines. Work is performed entirely by IMPO staff. Deliverables include the Annual List of Obligated Projects, Federal Funds Exchange program report and associated reports posted on the IMPO website.

ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	
300: Programming	300A	A	Programming Administration	\$192,052	\$ -	\$ 192,052
	300B	B	Policy and Procedure Dev	\$0	\$ -	\$ -
	300C	C	Maintenance and Amends	\$0	\$ -	\$ -
	300D	D	Development and Approval	\$0	\$ 68,438	\$ 68,438
	300E	E	Call for Projects	\$0	\$ -	\$ -
	300F	F	Project Cost/ Engineer Review	\$0	\$ 40,000	\$ 40,000
	300G	G	MITIP Maintenance	\$0	\$ 200,000	\$ 200,000
	300H	H	Tracking	\$0	\$ -	\$ -
	300I	I	ADA, Title VI	\$0	\$ -	\$ -
	300J	J	Complete Streets	\$0	\$ -	\$ -
	300K	K	Annual TIP Reports	\$0	\$ -	\$ -
Element 300 Subtotal			\$192,052	\$ 308,438	\$ 500,490	

400 Long Range Planning and Air Quality**a) Planning Administration**

IMPO staff will manage administrative functions related to long-range planning, including staff coordination, contract management, internal reviews, and responses to member agency requests. Activities occur throughout the year and support development and maintenance of the MTP and related planning efforts. Deliverables include staff documentation and administrative records.

b) MTP Development & Management

IMPO staff will maintain and amend the [MTP](#), ensuring conformity findings, updating project information, and supporting performance measure reporting. Staff will coordinate with federal and state partners on conformity requirements, maintaining compliance with the Federal Highway Administration and Federal Transit Administration. Work on the 2055 MTP began in 2026 and will be a major planning focus throughout 2027. Deliverables include updated MTP materials, amendments, conformity determinations, and amendment documentation.

c) Scenario Planning & Regional Center Analysis

IMPO staff will develop and update [scenario-based planning analyses](#), including assessments of development patterns and [Regional Activity Centers](#). Staff will integrate updated datasets, evaluate land-use implications, and coordinate with local partners as needed. This work is completed by IMPO staff, with deliverables including updated scenario outputs and documentation supporting the MTP.

d) Freight Planning

IMPO staff will advance regional freight planning by coordinating with the INDOT, Conexus, the Indiana Port Authority, and local agencies throughout the year. Activities include monitoring freight-related data, assessing recommendations from the Regional Freight Plan, and participating in statewide freight coordination. Deliverables include meeting documentation and freight analysis updates as needed.

e) Member Planning Assistance

IMPO staff will provide planning assistance to member jurisdictions when resources allow. Support may include data analysis, crash reviews, traffic counts, or participation in local planning meetings. Work is completed on request and documented as needed. No formal deliverables are anticipated.

ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	
400: MTP, Transportation Conformity, & Freight	400A	A	Planning Administration	\$457,559	\$ -	\$ 457,559
	400B	B	MTP Development & Management	\$0	\$ 210,000	\$ 210,000
	400C	C	Scenario Planning	\$0	\$ -	\$ -
	400D	D	Freight Planning	\$0	\$ -	\$ -
	400E	E	Member Planning Assistance	\$0	\$ 30,000	\$ 30,000
Element 400 Subtotal			\$457,559	\$ 240,000	\$ 697,559	

500 Transit and Active Transportation

a) Multimodal Program Administration

IMPO staff will oversee administrative responsibilities that support multimodal planning activities, including coordination with partner agencies on transit, pedestrian, bicycle, and micromobility issues. Activities occur throughout the year, and deliverables consist of meeting participation records and internal administrative documentation.

b) Safety Planning

IMPO staff will work with consultants and partners to update and maintain the regional Safety Action Plan that was completed in 2026 with FHWA Safe Streets and Roads for All (SS4A) funding. Staff will clean and analyze Automated Reporting Information Exchange System (ARIES) crash data, maintain the [Fatality and Serious Injury Crash Dashboard](#), facilitate safety committees, and complete the annual safety report. Staff and vendors will also continue the safe-intersection design study. Work is completed throughout the year, and deliverables include updated ARIES datasets, the Safety Action Plan update, the safe intersection designs, and the Annual Safety Report.

c) Active Transportation Planning

The IMPO recognizes the role that active transportation planning can have in reducing traffic congestion and fuel consumption, and improving personal health. IMPO staff will support active transportation planning activities including updates to the regional [Active Transportation Plan](#), coordination with local and regional partners on trail and pedestrian initiatives, and work associated with Reconnecting Communities and Connected Communities projects in Indianapolis, as well as Visit Indy's [Greater Indy Trailway's](#) project. Staff will also administer mobility-related grants for regional safety and education. Consultant support will be used for major plan development. Deliverables include updated plan materials and grant documentation.

d) Transit Planning

The IMPO supports the development of a strong, reliable, regional transit system to connect people to jobs, healthcare, and education in Central Indiana. IMPO staff will support planning for [regional transit service](#), including coordination with IndyGo (Indianapolis Public Transportation Corporation), support for implementation of the Human Services Coordinated Plan, evaluation of pilot programs, and assistance with financial modeling and system analysis. Work is ongoing throughout the year. Deliverables include updated transit datasets and documentation supporting transit planning efforts.

e) Transportation & Land Use

IMPO staff will continue to focus on the interaction between transportation and land use, including transit- and trail-oriented development analysis, review of regionally significant development patterns, and understanding the relationship between built pattern and local government revenues. Staff will coordinate with IndyGo and local governments to monitor impacts of development along bus rapid transit corridors, and will participate in regional housing and land-use analyses to understand the barriers to walkable, connected housing. Work continues throughout the year. Deliverables include study documentation and analytical materials.

f) Electric Vehicles

IMPO staff will map electric vehicle (EV) charging infrastructure, monitor EV policy implementation, and coordinate with local governments on region-specific EV planning

efforts. Work occurs throughout the year, with deliverables including updated EV maps and policy summaries.

ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	
500: Multi-Modal	500A	A	Multimodal Program Admin	\$0	\$ -	\$ -
	500B	B	*Safety Planning	\$0	\$ -	\$ -
	500C	C	Active Transportation Planning	\$0	\$ 165,000	\$ 165,000
	500D	D	Transit Planning	\$0	\$ 2,500	\$ 2,500
	500E	E	Transportation & Land Use	\$0	\$ -	\$ -
	500F	F	**Electric Vehicles	\$0	\$ -	\$ -
Element 500 Subtotal			\$0	\$ 167,500	\$ 167,500	

600 Other Planning Initiatives

a) *IndyGo Analysis & Studies*

IMPO staff will support IndyGo analyses, including preparation for the upcoming Comprehensive Operational Analysis (COA), updates to transit funding models, and coordination around rapid transit corridor planning. Staff will work with IndyGo and its consultants to incorporate updated data and regional travel patterns. Deliverables include documentation supporting IndyGo studies.

b) *IndyGo Outreach*

IMPO staff will assist IndyGo with public engagement activities related to transit studies, including surveys, public meetings, listening sessions, and digital outreach. Work is guided by IndyGo and supported by consultants. Deliverables include engagement summaries and related materials.

c) *Transit Asset Management Plan*

IMPO staff will coordinate with IndyGo on updates to its Transit Asset Management (TAM) Plan, including documentation of accessibility at transit stops and other asset-related reporting. Work is ongoing and supported by IndyGo's internal resources and consultant partners. Deliverables include updated TAM Plan information.

d) *CIRTA Planning & Engagement*

IMPO staff will support the Central Indiana Regional Transportation Authority (CIRTA) in planning and engagement activities, particularly related to technology integration, dispatch, and reservation systems. Activities include partner coordination and facilitation. Deliverables include participation and coordination documentation.

e) *CIRTA Mobility Management*

IMPO staff will participate in regional mobility management meetings and coordination efforts led by CIRTA. Activities include supporting provider collaboration and information sharing. No major deliverables are anticipated.

f) Other CIRTA Studies

IMPO staff will assist CIRTA with additional planning studies as they arise, depending on grant availability and project needs. Deliverables are not anticipated unless projects are initiated.

g) Local Thoroughfare Plans

IMPO staff will support local thoroughfare planning efforts on request, including data sharing, mapping, and staff participation in meetings. Deliverables include data or mapping products prepared for local agencies.

h) Local Planning Studies

IMPO staff will manage and oversee planning studies selected through the local planning project call. Work includes project administration, consultant oversight, and coordination with member jurisdictions. Deliverables include final study documents posted on IMPO's website.

i) Partner Strategic Planning

IMPO staff will support strategic planning efforts for partner agencies including IndyGo, CIRTA, INDOT, and local governments. Activities occur throughout the year, with deliverables generated when partner agencies request specific documentation.

j) Regional Economic Development (ED) Support

IMPO staff will support regional economic development coordination activities consistent with federal planning statute 23 CFR 450.306. Work may include grant support, regional coordination, and participation in Central Indiana Regional Development Authority discussions. The Central Indiana CEDS (Comprehensive Economic Development Study) is also due to be updated in 2027. IMPO staff will work with partners to raise match, apply to the Economic Development Administration for a planning grant, and manage the CEDS vendor and planning process. Deliverables include meeting materials and grant documentation, as well as the CEDS document at the end of the process.

Note: No FHWA funds will be used for on the CEDS vendor contract.

k) Regional Land Use (LU) & Housing Support

Consistent with MPO statute 23 CFR 450.306, the IMPO will assist with regional land use and housing initiatives to maintain a continuous, cooperative, and comprehensive regional planning process. Staff will consider the housing sections of the Infrastructure Investment and Jobs Act. The [Central Indiana Housing Study](#) reviewed regional housing pricing, availability by type, how that compares to what the population wants and can afford, and proposes policy solutions to these issues. This study integrates previous work done by the IMPO and external organizations, and provides a cohesive picture of the importance of diverse housing options in supporting Central Indiana's continued growth and vibrancy.

Partners will include all local planning agencies, MIBOR Realtor Association, the Builder’s Association of Greater Indianapolis (BAGI), the Urban Land Institute (ULI), and several other regional housing providers, funders, and analysis agencies. Deliverables will included updated TOD plans, the Red Line Check-In study, and education materials related to TOD, TrOD, and other land use studies.

1) Regional Environmental Planning Support

IMPO staff will support regional resiliency, watershed, water supply, and environmental planning coordination. Consistent with MPO statute 23 CFR 450.306 staff will participate in regional meetings, update resiliency information, and collaborate with water, housing, land-use, and transportation partners as needed. Deliverables include updated resiliency documentation and meeting summaries.

ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	
600: Other Planning Initiatives & Studies	600A	A	IndyGo Analysis & Studies	\$5,650	\$ -	\$ 5,650
	600B	B	IndyGo Outreach	\$0	\$ -	\$ -
	600C	C	Transit Asset Management Plan	\$0	\$ -	\$ -
	600D	D	CIRTA Planning & Engagement	\$0	\$ -	\$ -
	600E	E	CIRTA Mobility Management	\$0	\$ -	\$ -
	600F	F	Other CIRTA Studies	\$0	\$ -	\$ -
	600G	G	Local Thoroughfare Plans	\$0	\$ -	\$ -
	600H	H	Local Planning Studies	\$0	\$ 125,000	\$ 125,000
	600I	I	Partner Strategic Planning	\$0	\$ -	\$ -
	600J	J	Reg ED Planning Support	\$0	\$ 125,000	\$ 125,000
	600K	K	Reg LU & Housing Support	\$0	\$ -	\$ -
	600L	L	Reg Env Planning Support	\$0	\$ -	\$ -
Element 600 Subtotal			\$5,650	\$ 250,000	\$ 255,650	

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

Appendix A: Activities Summary Table

2027-2028 Indianapolis MPO Unified Planning Work Program (Year 1)										Des # 2600040 UE# DYDMSJGR3VU7						
Last Updated: Monday, June 8, 2026										INDOT PO						
ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	Federal 2027 PL+5303	Local 2027 PL Local Match	Federal 2027 2.5% Safety (100% federal)	Local 2025 PL Local Match Rollover	Other Grant Other Grant Funds	Local Other Local Funds	2027 Revenues				
												2027 Combined Planning Grant Estimate (FHWA Planning Funds + FTA 5303)	Federal	Local	Total	
												\$3,323,993	\$830,998	\$4,154,991		
												\$85,231	\$0	\$85,231		
												\$3,409,224	\$830,998	\$4,240,222		
												Other Revenues				
												\$0	\$65,000	\$65,000		
												\$0	\$25,000	\$25,000		
												\$0	\$12,000	\$12,000		
												\$100,000	\$25,000	\$125,000		
												\$100,000	\$127,000	\$227,000		
												\$3,509,224	\$957,998	\$4,467,222		
100: Planning Administration	100A	A	Program Administration	\$1,147,939	\$ 2,500	\$ 1,150,439	\$920,351	\$230,088	\$0	\$0	\$0	\$0				
	100B	B	Budget, Finance, & Reporting	\$32,500	\$ 70,000	\$ 102,500	\$82,000	\$20,500	\$0	\$0	\$0	\$0				
	100C	C	Board & Panel Management	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	100D	D	Partner Agency Coordination	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	100E	E	Professional Development	\$69,000	\$ 11,000	\$ 80,000	\$64,000	\$16,000	\$0	\$0	\$0	\$0				
	100F	F	Internship & Assistantship	\$20,000	\$ -	\$ 20,000	\$16,000	\$4,000	\$0	\$0	\$0	\$0				
	100G	G	Public Education & Engagement	\$0	\$ 95,200	\$ 95,200	\$76,160	\$19,040	\$0	\$0	\$0	\$0				
	100H	H	Software & Websites	\$238,300	\$ 20,000	\$ 258,300	\$206,640	\$51,660	\$0	\$0	\$0	\$0				
	100I	I	*Memberships & Sponsorships	\$16,000	\$ 500	\$ 16,500	\$13,200	\$3,300	\$0	\$0	\$0	\$0				
	100J	J	Certification Review	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	100K	K	Strategic Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	100L	L	Discretionary Grant Apps	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	100M	M	*Government Relations	\$0	\$ 65,000	\$ 65,000	\$0	\$65,000	\$0	\$0	\$0	\$0				
	100R	R	Human Resources	\$0	\$ 40,000	\$ 40,000	\$32,000	\$8,000	\$0	\$0	\$0	\$0				
	Element 100 Subtotal			\$1,523,739	\$ 304,200	\$ 1,827,939	\$ 1,410,351	\$ 417,588	\$ -	\$ -	\$ -	\$ -				
	200: Data and GIS	200A	A	Data Program Administration	\$438,666	\$ -	\$ 438,666	\$350,933	\$87,733	\$0	\$0	\$0	\$0			
		200B	B	Land Use Data & Modeling	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0			
200C		C	Public Travel Surveys	\$0	\$ 60,000	\$ 60,000	\$48,000	\$12,000	\$0	\$0	\$0	\$12,000				
200D		D	Transportation System Data	\$0	\$ 312,500	\$ 312,500	\$250,000	\$62,500	\$0	\$0	\$0	\$0				
200E		E	Transport Asset Mgmt Data	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
200F		F	Performance Targets, Progress	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
200G		G	Travel System Demand Forecast	\$0	\$ 169,918	\$ 169,918	\$135,934	\$33,984	\$0	\$0	\$0	\$0				
200H		H	Information Communications	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
Element 200 Subtotal			\$438,666	\$ 542,418	\$ 981,084	\$ 784,867	\$ 184,217	\$ -	\$ -	\$ -	\$ 12,000					
300: Programming	300A	A	Programming Administration	\$192,052	\$ -	\$ 192,052	\$153,642	\$38,410	\$0	\$0	\$0	\$0				
	300B	B	Policy and Procedure Dev	\$0	\$ 68,438	\$ 68,438	\$54,750	\$13,688	\$0	\$0	\$0	\$0				
	300C	C	Maintenance and Amends	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	300D	D	Development and Approval	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	300E	E	Call for Projects	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	300F	F	Project Cost/Engineer Review	\$0	\$ 40,000	\$ 40,000	\$32,000	\$8,000	\$0	\$0	\$0	\$0				
	300G	G	MITP Maintenance	\$0	\$ 200,000	\$ 200,000	\$160,000	\$40,000	\$0	\$0	\$0	\$0				
	300H	H	Tracking	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	300I	I	ADA, Title VI	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	300J	J	Complete Streets	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	300K	K	Annual TIP Reports	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
Element 300 Subtotal			\$192,052	\$ 308,438	\$ 500,490	\$ 400,392	\$ 100,098	\$ -	\$ -	\$ -	\$ -					
400: MTP, Transportation Conformity, & Freight	400A	A	Planning Administration	\$457,559	\$ -	\$ 457,559	\$366,047	\$91,512	\$0	\$0	\$0	\$0				
	400B	B	MTP Development & Management	\$0	\$ 210,000	\$ 210,000	\$168,000	\$42,000	\$0	\$0	\$0	\$0				
	400C	C	Scenario Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	400D	D	Freight Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	400E	E	Member Planning Assistance	\$0	\$ 30,000	\$ 30,000	\$24,000	\$6,000	\$0	\$0	\$0	\$0				
Element 400 Subtotal			\$457,559	\$ 240,000	\$ 697,559	\$ 558,047	\$ 139,512	\$ -	\$ -	\$ -	\$ -					
500: Multi-Modal	500A	A	Multimodal Program Admin	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	500B	B	*Safety Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	500C	C	Active Transportation Planning	\$0	\$ 165,000	\$ 165,000	\$63,815	\$101,185	\$85,231	\$0	\$0	\$0				
	500D	D	Transit Planning	\$0	\$ 2,500	\$ 2,500	\$2,000	\$500	\$0	\$0	\$0	\$0				
	500E	E	Transportation & Land Use	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	500F	F	**Electric Vehicles	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
Element 500 Subtotal			\$0	\$ 167,500	\$ 167,500	\$ 65,815	\$ 16,454	\$ 85,231	\$ -	\$ -	\$ -					
600: Other Planning Initiatives & Studies	600A	A	*IndyGo Analysis & Studies	\$5,650	\$ -	\$ 5,650	\$4,520	\$1,130	\$0	\$0	\$0	\$0				
	600B	B	IndyGo Outreach	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	600C	C	Transit Asset Management Plan	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	600D	D	CIRTA Planning & Engagement	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	600E	E	CIRTA Mobility Management	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	600F	F	Other CIRTA Studies	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	600G	G	Local Thoroughfare Plans	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	600H	H	Local Planning Studies	\$0	\$ 125,000	\$ 125,000	\$100,000	\$25,000	\$0	\$0	\$0	\$25,000				
	600I	I	Partner Strategic Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
	600J	J	Reg ED Planning Support	\$0	\$ 125,000	\$ 125,000	\$0	\$125,000	\$0	\$0	\$100,000	\$25,000				
	600K	K	Reg LU & Housing Support	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0				
600L	L	Reg Env Planning Support	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	\$0					
Element 600 Subtotal			\$5,650	\$ 250,000	\$ 255,650	\$ 104,520	\$ 1,130	\$ -	\$ -	\$ 100,000	\$ 50,000					
*NOTE: Funding in Elements 700, 800, and 900 will come from non-federal transportation sources and will not be included in the IMPO's INDOT grant agreement.																
*A portion is for UPWP display purposes only - Other funds used than just federal planning (PL) funds and PL match																
					2026 Total	2026 PL + 5303	2026 PL Local Match	2.5% Safety Set Aside	2025 PL Local Match Rollover	Other (Non-MPO) Grants	Other Local Funds					
Element 100					\$ 1,827,939	\$ 1,410,351	\$ 417,588	\$ -	\$ -	\$ -	\$ -					
Element 200					\$ 981,084	\$ 784,867	\$ 184,217	\$ -	\$ -	\$ -	\$ 12,000					
Element 300					\$ 500,490	\$ 400,392	\$ 100,098	\$ -	\$ -	\$ -	\$ -					
Element 400					\$ 697,559	\$ 558,047	\$ 139,512	\$ -	\$ -	\$ -	\$ -					
Element 500					\$ 167,500	\$ 65,815	\$ 16,454	\$ 85,231	\$ -	\$ -	\$ -					
Element 500 (2.5% Safety Set Aside)					\$ 85,231	\$ -	\$ -	\$ 85,231	\$ -	\$ -	\$ -					
Element 600					\$ 255,650	\$ 104,520	\$ 1,130	\$ -	\$ -	\$ 100,000	\$ 50,000					
Grand Total (100-600)					\$2,617,667	\$1,812,556	\$ 4,268,222	\$ 3,323,993	\$ 858,998	\$ 85,231	\$ 100,000	\$ 62,000				
INDOT (100-600) Grand Total:					\$2,617,667	\$1,812,556	\$ 4,430,222	\$ 3,323,993	\$ 858,998	\$ 85,231	\$ 100,000	\$ 62,000				

INDOT PO	Federal	Local	Total
2027 Combined Planning Grant Estimate (FHWA Planning Funds + FTA 5303)	\$3,323,993	\$830,998	\$4,154,991
2027 2.5% IJA Safety Set-Aside	\$85,231	\$0	\$85,231
	\$3,409,224	\$830,998	\$4,240,222
Other Revenues	\$0	\$65,000	\$65,000
2027 MPO Policy Board Government Relations	\$0	\$25,000	\$25,000
LPA Planning Program Match	\$0	\$12,000	\$12,000
IndyGo Onboard Survey Match	\$0	\$25,000	\$25,000
EDA Comprehensive Economic Development Strategy (CEDS) Grant + Partner Match	\$100,000	\$127,000	\$227,000
	\$100,000	\$127,000	\$227,000
	\$3,509,224	\$957,998	\$4,467,222

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities "to increase safe and accessible options for multiple travel modes for people of all ages and abilities." Up to 2.5% may be used as 100% federal.

500C Active Transportation Planning

Federal
\$85,231

2027-2028 Indianapolis MPO Unified Planning Work Program (Year 2)

Des # 2600040
UE# DYDNSJ6R3VU7

Last Updated: Monday, June 8, 2026											
ELEMENT	TASK	DESCRIPTION	Admin	Contract	Total	Federal 2027 PL+5303	Local 2027 PL Local Match	Federal 2027 2.5% Safety (100% federal)	Local 2025 PL Local Match Rollover	Other Grant Other Grant Funds	Local Other Local Funds
100: Planning Administration	100A	A	Program Administration	\$1,147,939	\$ 2,500	\$ 1,150,439	\$920,351	\$230,088	\$0	\$0	\$0
	100B	B	Budget, Finance, & Reporting	\$32,500	\$ 70,000	\$ 102,500	\$82,000	\$20,500	\$0	\$0	\$0
	100C	C	Board & Panel Management	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	100D	D	Partner Agency Coordination	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	100E	E	Professional Development	\$69,000	\$ 11,000	\$ 80,000	\$64,000	\$16,000	\$0	\$0	\$0
	100F	F	Internship & Assistantship	\$20,000	\$ -	\$ 20,000	\$16,000	\$4,000	\$0	\$0	\$0
	100G	G	Public Education & Engagement	\$0	\$ 95,200	\$ 95,200	\$76,160	\$19,040	\$0	\$0	\$0
	100H	H	Software & Websites	\$238,300	\$ 20,000	\$ 258,300	\$206,640	\$51,660	\$0	\$0	\$0
	100I	I	*Memberships & Sponsorships	\$16,000	\$ 500	\$ 16,500	\$13,200	\$3,300	\$0	\$0	\$0
	100J	J	Certification Review	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	100K	K	Strategic Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	100L	L	Discretionary Grant Apps	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	100M	M	*Government Relations	\$0	\$ 65,000	\$ 65,000	\$0	\$65,000	\$0	\$0	\$0
	100R	R	Human Resources	\$0	\$ 40,000	\$ 40,000	\$32,000	\$8,000	\$0	\$0	\$0
Element 100 Subtotal			\$1,523,739	\$ 304,200	\$ 1,827,939	\$ 1,410,351	\$ 417,588	\$ -	\$ -	\$ -	\$ -
200: Data and GIS	200A	A	Data Program Administration	\$438,666	\$ -	\$ 438,666	\$350,933	\$87,733	\$0	\$0	\$0
	200B	B	Land Use Data & Modeling	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	200C	C	Public Travel Surveys	\$0	\$ 60,000	\$ 60,000	\$48,000	\$12,000	\$0	\$0	\$12,000
	200D	D	Transportation System Data	\$0	\$ 312,500	\$ 312,500	\$250,000	\$62,500	\$0	\$0	\$0
	200E	E	Transport Asset Mgmt Data	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	200F	F	Performance Targets, Progress	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	200G	G	Travel System Demand Forecast	\$0	\$ 169,918	\$ 169,918	\$135,934	\$33,984	\$0	\$0	\$0
	200H	H	Information Communications	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	Element 200 Subtotal			\$438,666	\$ 542,418	\$ 981,084	\$ 784,867	\$ 184,217	\$ -	\$ -	\$ -
300: Programming	300A	A	Programming Administration	\$192,052	\$ -	\$ 192,052	\$153,642	\$38,410	\$0	\$0	\$0
	300B	B	Policy and Procedure Dev	\$0	\$ 68,438	\$ 68,438	\$54,750	\$13,688	\$0	\$0	\$0
	300C	C	Maintenance and Amends	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	300D	D	Development and Approval	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	300E	E	Call for Projects	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	300F	F	Project Cost/Engineer Review	\$0	\$ 40,000	\$ 40,000	\$32,000	\$8,000	\$0	\$0	\$0
	300G	G	M/ITP Maintenance	\$0	\$ 200,000	\$ 200,000	\$160,000	\$40,000	\$0	\$0	\$0
	300H	H	Tracking	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	300I	I	ADA, Title VI	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	300J	J	Complete Streets	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	300K	K	Annual TIP Reports	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
Element 300 Subtotal			\$192,052	\$ 308,438	\$ 500,490	\$ 400,392	\$ 100,098	\$ -	\$ -	\$ -	\$ -
400: MTP, Transportation Conformity, & Freight	400A	A	Planning Administration	\$457,559	\$ -	\$ 457,559	\$366,047	\$91,512	\$0	\$0	\$0
	400B	B	MTP Development & Management	\$0	\$ 210,000	\$ 210,000	\$168,000	\$42,000	\$0	\$0	\$0
	400C	C	Scenario Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	400D	D	Freight Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	400E	E	Member Planning Assistance	\$0	\$ 30,000	\$ 30,000	\$24,000	\$6,000	\$0	\$0	\$0
Element 400 Subtotal			\$457,559	\$ 240,000	\$ 697,559	\$ 558,047	\$ 139,512	\$ -	\$ -	\$ -	\$ -
500: Multi-Modal	500A	A	Multimodal Program Admin	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	500B	B	*Safety Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	500C	C	Active Transportation Planning	\$0	\$ 165,000	\$ 165,000	\$63,815	\$101,185	\$85,231	\$0	\$0
	500D	D	Transit Planning	\$0	\$ 2,500	\$ 2,500	\$2,000	\$500	\$0	\$0	\$0
	500E	E	Transportation & Land Use	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	500F	F	*Electric Vehicles	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
Element 500 Subtotal			\$0	\$ 167,500	\$ 167,500	\$ 65,815	\$ 16,454	\$ 85,231	\$ -	\$ -	\$ -
600: Other Planning Initiatives & Studies	600A	A	*IndyGo Analysis & Studies	\$5,650	\$ -	\$ 5,650	\$4,520	\$1,130	\$0	\$0	\$0
	600B	B	IndyGo Outreach	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	600C	C	Transit Asset Management Plan	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	600D	D	CARTA Planning & Engagement	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	600E	E	CARTA Mobility Management	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	600F	F	Other CARTA Studies	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	600G	G	Local Thoroughfare Plans	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	600H	H	Local Planning Studies	\$0	\$ 125,000	\$ 125,000	\$100,000	\$25,000	\$0	\$0	\$25,000
	600I	I	Partner Strategic Planning	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
	600J	J	Reg ED Planning Support	\$0	\$ 125,000	\$ 125,000	\$0	\$125,000	\$0	\$100,000	\$25,000
	600K	K	Reg LU & Housing Support	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0
600L	L	Reg Env Planning Support	\$0	\$ -	\$ -	\$0	\$0	\$0	\$0	\$0	
Element 600 Subtotal			\$5,650	\$ 250,000	\$ 255,650	\$ 104,520	\$ 1,130	\$ -	\$ -	\$ 100,000	\$ 50,000

*NOTE: Funding in Elements 700, 800, and 900 will come from non-federal transportation sources and will not be included in the IMPO's INDOT grant agreement.
*A portion is for UPWP display purposes only - Other funds used than just federal planning (PL) funds and PL match


	2026 Total	2026 PL + 5303	2026 PL Local Match	2.5% Safety Set Aside	2025 PL Local Match Rollover	Other (Non-MPO) Grants	Other Local Funds
Element 100	\$ 1,827,939	\$ 1,410,351	\$ 417,588	\$ -	\$ -	\$ -	\$ -
Element 200	\$ 981,084	\$ 784,867	\$ 184,217	\$ -	\$ -	\$ -	\$ 12,000
Element 300	\$ 500,490	\$ 400,392	\$ 100,098	\$ -	\$ -	\$ -	\$ -
Element 400	\$ 697,559	\$ 558,047	\$ 139,512	\$ -	\$ -	\$ -	\$ -
Element 500	\$ 167,500	\$ 65,815	\$ 16,454	\$ 85,231	\$ -	\$ -	\$ -
Element 500 (2.5% Safety Set Aside)	\$ 85,231	\$ -	\$ -	\$ 85,231	\$ -	\$ -	\$ -
Element 600	\$ 255,650	\$ 104,520	\$ 1,130	\$ -	\$ -	\$ 100,000	\$ 50,000
Grand Total (100-600)	\$2,617,667	\$1,812,556	\$ 4,430,222	\$ 85,231	\$ -	\$ 100,000	\$ 62,000
INDOT (100-600) Grand Total	\$2,617,667	\$ 1,812,556	\$ 4,430,222	\$ 85,231	\$ -	\$ 100,000	\$ 62,000

INDOT PO Revenues	2028 Revenues (Projected)	Federal	Local	Total
	2027 Combined Planning Grant Estimate (FHWA Planning Funds + FTA 5303)	\$3,323,993	\$830,998	\$4,154,991
	2027 2.5% IIA Safety Set-Aside	\$85,231	\$0	\$85,231
		\$3,409,224	\$830,998	\$4,240,222
Other Revenues	2027 MPO Policy Board Government Relations	\$0	\$65,000	\$65,000
	LPA Planning Program Match	\$0	\$25,000	\$25,000
	IndyGo Onboard Survey Match	\$0	\$12,000	\$12,000
	EDA Comprehensive Economic Development Strategy (CEDS) Grant + Partner Match	\$100,000	\$25,000	\$125,000
		\$100,000	\$127,000	\$227,000
		\$3,509,224	\$997,998	\$4,507,222

According to the Infrastructure Investment & Jobs Act, States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities "to increase safe and accessible options for multiple travel modes for people of all ages and abilities." Up to 2.5% may be used as 100% federal.

Federal
500C Active Transportation Planning
\$85,231

Appendix B: IMPO Redesignation Letter (October 23, 2018)

	INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue Room N758 Indianapolis, Indiana 46204	PHONE: (886)-849-1368 FAX: (317)-849-1368
Eric Holcomb, Governor Joe McGuinness, Commissioner	

October 23, 2018

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

Subject: Re – designation of the Indianapolis Metropolitan Planning Organization


Dear Mayor Myers:

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


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

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

Sincerely,


 Joe McGuinness
 Commissioner

www.in.gov/dot/
An Equal Opportunity Employer



Appendix C: IMPO Transportation Policy Committee

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

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

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

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

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

General

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

Planning Areas – the IMPO and MCCOG

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

decennial Censuses of 2010 and 2020.

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

Planning Areas – CAMPO and the IMPO

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

Funding

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

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

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

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

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

Unified Planning Work Program

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

Modeling

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

Metropolitan Transportation Plan

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

Other Related Planning Efforts

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

Transportation Improvement Program

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

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

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

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

Air Quality State Implementation Plan Conformity

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

The federal government designated the 9-County Central Indiana area as a 1997 8-hour ozone attainment area on October 19, 2007. An existing maintenance agreement for the second 10-years of maintenance of that status was approved by the U.S. EPA and was effective January 13, 2020. Transportation projects and conditions in the 9-County Central Indiana Airshed are monitored by two of the MPOs participating in this agreement (the IMPO and MCCOG).

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

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

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


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

TERMS OF THIS AGREEMENT

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

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

Approval and Acceptance by:



9/11/2023

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

Date



9/19/2023

Indianapolis Metropolitan Planning Organization (IMPO)

Date



9/18/2023

Madison County Council of Governments (MCCOG or its successor)

Date

EXHIBIT A

Proposed 2020 MPA and UA-FHWA Boundaries for MCOG

as of April 27, 2023

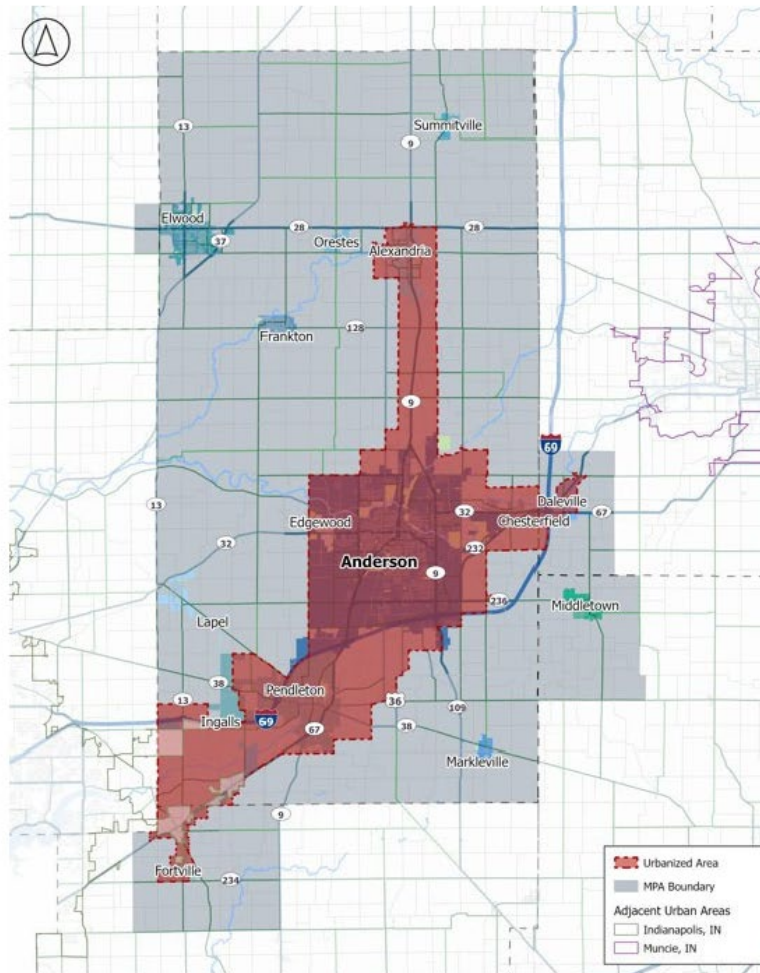
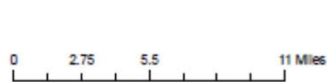
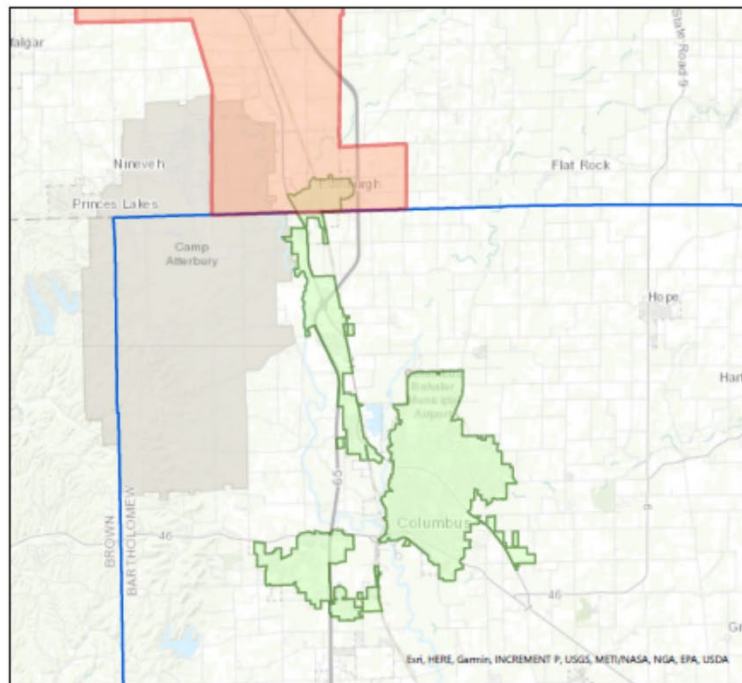


EXHIBIT B

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

IMPO/CAMPO 2020 Metropolitan Planning Area (MPA)
Boundaries



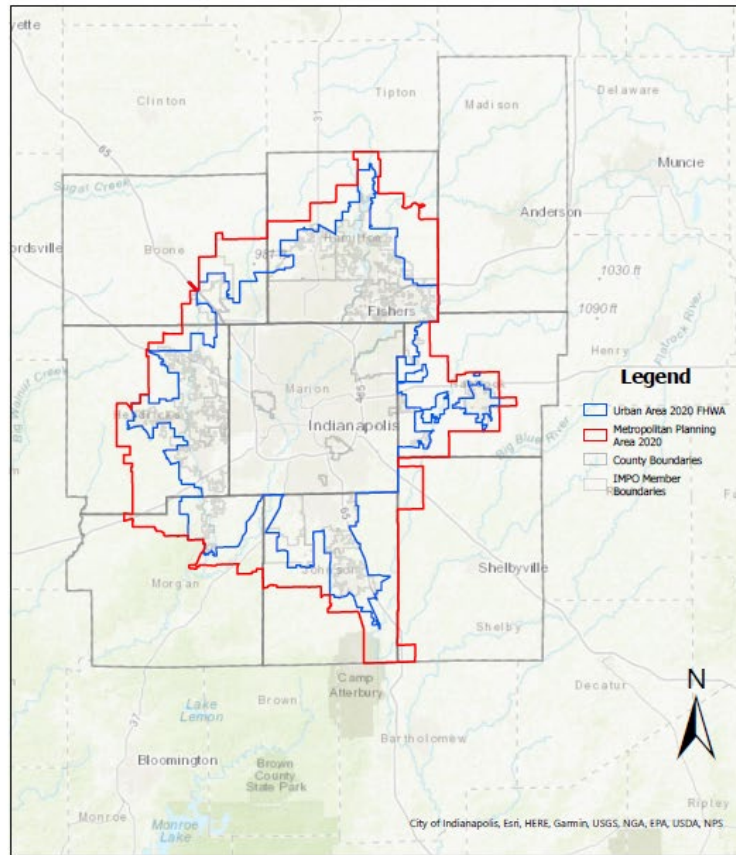


EXHIBIT C**Proportion of Indianapolis Urbanized Area Population to be Served by MCCOG**

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

Table 1 Population Breakdown

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

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

Table 2 Annual UA Funds to Anderson from Indianapolis

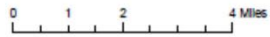
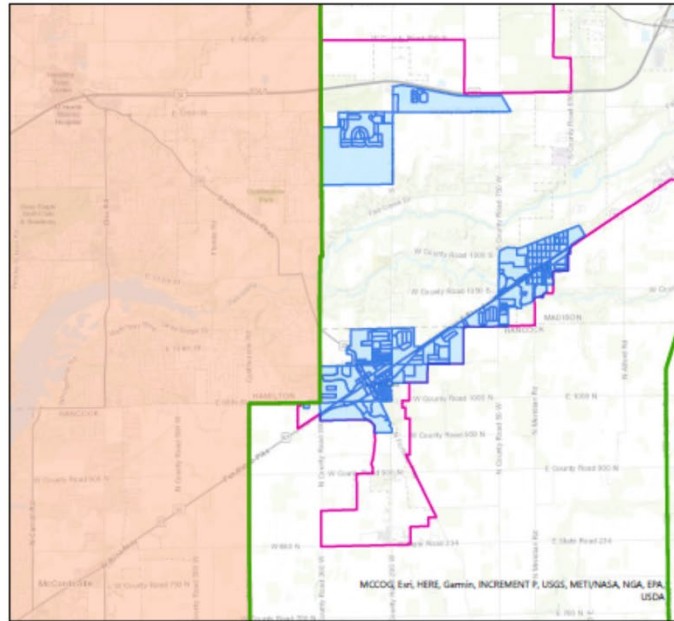
*Funding amounts will vary per the annual allocation changes, but the funding amounts will not exceed the annual allocation percentage of 0.5774% for all funding categories listed above in Table 2, unless mutually agreed upon by amending this agreement.

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

EXHIBIT D

Specific Indianapolis UA-Census Tracts to be Served by MCOG

IMPO/MCOG 2020 Metropolitan Planning Area (MPA)
Boundaries



- Legend**
- MCOG MPA 2020
 - IMPO MPA 2020
 - UA Transfer Proposed
 - MCOG Programming Area



EXHIBIT E

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

State	County (FIPS)	Census Tract (FIPS) 2020	Census Block (FIPS) 2020	GEOID (FIPS) 2020	Census Urban Area Designation	Population 2020	Housing Units 2020
18	059	410202	1028	180594102021028	41212	14	5
18	059	410202	3034	180594102023034	41212	26	17
18	095	011800	2082	180950118002082	41212	0	0
18	095	011800	2089	180950118002089	41212	26	5
18	059	410202	4010	180594102024010	41212	7	1
18	059	410202	3012	180594102023012	41212	15	3
18	059	410202	1007	180594102021007	41212	64	20
18	059	410202	1008	180594102021008	41212	117	41
18	095	011800	1012	180950118001012	41212	0	0
18	059	410202	2037	180594102022037	41212	7	4
18	095	011800	1013	180950118001013	41212	0	0
18	095	011800	2067	180950118002067	41212	3	3
18	059	410202	1011	180594102021011	41212	50	14
18	095	011800	2021	180950118002021	41212	103	45
18	095	011800	1016	180950118001016	41212	141	41
18	095	011800	3021	180950118003021	41212	94	31
18	095	011800	2013	180950118002013	41212	17	9
18	059	410202	3001	180594102023001	41212	19	8
18	059	410202	2002	180594102022002	41212	63	27
18	095	011800	3018	180950118003018	41212	105	29
18	095	011800	4004	180950118004004	41212	222	115
18	095	011800	2014	180950118002014	41212	13	4
18	059	410202	3038	180594102023038	41212	39	19
18	059	410202	3019	180594102023019	41212	15	9
18	059	410202	1031	180594102021031	41212	43	24
18	059	410202	1022	180594102021022	41212	17	8
18	059	410202	1004	180594102021004	41212	96	36
18	095	011800	2086	180950118002086	41212	10	4
18	059	410202	1010	180594102021010	41212	27	10
18	059	410202	1039	180594102021039	41212	8	4
18	059	410202	2015	180594102022015	41212	34	14
18	095	011800	3014	180950118003014	41212	48	19
18	059	410202	2005	180594102022005	41212	47	25
18	095	011800	3016	180950118003016	41212	66	27
18	095	011800	3017	180950118003017	41212	118	33
18	095	011800	2035	180950118002035	41212	9	3
18	095	011800	2070	180950118002070	41212	18	7
18	095	011800	2071	180950118002071	41212	17	7
18	059	410202	3020	180594102023020	41212	11	7
18	059	410202	1034	180594102021034	41212	16	4
18	059	410202	2003	180594102022003	41212	38	17
18	059	410202	3023	180594102023023	41212	26	10
18	095	011800	2053	180950118002053	41212	56	23
18	095	011800	2041	180950118002041	41212	12	6
18	059	410202	2032	180594102022032	41212	12	4
18	095	011800	2083	180950118002083	41212	0	0
18	059	410202	3007	180594102023007	41212	6	4
18	059	410202	1027	180594102021027	41212	12	5
18	095	011800	2075	180950118002075	41212	17	7
18	059	410202	3031	180594102023031	41212	7	4
18	059	410202	1014	180594102021014	41212	14	1
18	095	011800	2049	180950118002049	41212	24	9

18	095	011800	2050	180950118002050	41212	6	6
18	059	410202	1040	180594102021040	41212	24	7
18	059	410202	2029	180594102022029	41212	12	5
18	095	011800	2023	180950118002023	41212	18	5
18	095	011800	4005	180950118004005	41212	20	8
18	095	011800	2032	180950118002032	41212	8	7
18	059	410202	2014	180594102022014	41212	21	7
18	059	410202	2025	180594102022025	41212	28	14
18	059	410202	1015	180594102021015	41212	13	1
18	095	011800	2073	180950118002073	41212	57	23
18	095	011800	2087	180950118002087	41212	17	8
18	095	011800	1015	180950118001015	41212	139	41
18	059	410202	1012	180594102021012	41212	48	19
18	059	410202	4018	180594102024018	41212	2	2
18	095	011800	2042	180950118002042	41212	19	7
18	059	410202	2034	180594102022034	41212	13	11
18	059	410202	3042	180594102023042	41212	8	6
18	059	410202	3028	180594102023028	41212	12	4
18	059	410202	3038	180594102023038	41212	32	15
18	095	011800	2028	180950118002028	41212	0	0
18	059	410202	1038	180594102021038	41212	9	5
18	059	410202	3011	180594102023011	41212	42	22
18	059	410202	1003	180594102021003	41212	64	30
18	059	410202	3009	180594102023009	41212	33	8
18	095	011800	1019	180950118001019	41212	81	28
18	095	011800	4010	180950118004010	41212	5	2
18	095	011800	2059	180950118002059	41212	1	1
18	095	011800	2033	180950118002033	41212	19	12
18	059	410202	1002	180594102021002	41212	388	153
18	059	410202	1041	180594102021041	41212	15	5
18	095	011800	2091	180950118002091	41212	0	0
18	059	410202	2036	180594102022036	41212	15	8
18	059	410202	2027	180594102022027	41212	89	88
18	095	011800	1017	180950118001017	41212	280	105
18	059	410202	4016	180594102024016	41212	10	2
18	059	410202	3024	180594102023024	41212	0	0
18	059	410202	1033	180594102021033	41212	22	9
18	095	011800	2056	180950118002056	41212	0	0
18	059	410202	3010	180594102023010	41212	43	22
18	059	410202	2038	180594102022038	41212	21	7
18	059	410202	3040	180594102023040	41212	25	18
18	095	011800	2081	180950118002081	41212	0	0
18	095	011800	3026	180950118003026	41212	51	18
18	059	410202	2016	180594102022016	41212	46	20
18	059	410202	3043	180594102023043	41212	0	0
18	095	011800	2051	180950118002051	41212	10	5
18	059	410202	1032	180594102021032	41212	0	0
18	059	410202	1037	180594102021037	41212	13	4
18	095	011800	2024	180950118002024	41212	50	23
18	095	011800	2047	180950118002047	41212	32	8
18	059	410202	3041	180594102023041	41212	11	2
18	095	011800	4007	180950118004007	41212	37	20
18	059	410202	1042	180594102021042	41212	26	4
18	095	011800	2029	180950118002029	41212	16	2
18	059	410202	3018	180594102023018	41212	24	8
18	095	011800	3007	180950118003007	41212	0	0
18	095	011800	3013	180950118003013	41212	76	22

18	095	011800	2037	180950118002037	41212	13	6
18	059	410202	3015	180594102023015	41212	29	12
18	095	011800	2058	180950118002058	41212	9	3
18	095	011800	2022	180950118002022	41212	2	4
18	095	011800	2046	180950118002046	41212	6	5
18	059	410202	2009	180594102022009	41212	23	9
18	059	410202	3016	180594102023016	41212	8	1
18	095	011800	1020	180950118001020	41212	86	30
18	095	011800	3008	180950118003008	41212	468	166
18	095	011800	2076	180950118002076	41212	17	1
18	095	011800	2062	180950118002062	41212	6	3
18	059	410202	3022	180594102023022	41212	8	7
18	095	011800	2044	180950118002044	41212	17	7
18	095	011800	3003	180950118003003	41212	98	35
18	095	011800	2025	180950118002025	41212	53	20
18	095	011800	3025	180950118003025	41212	83	36
18	095	011800	3012	180950118003012	41212	150	52
18	095	011800	2039	180950118002039	41212	19	7
18	095	011800	2009	180950118002009	41212	35	12
18	095	011800	2080	180950118002080	41212	9	6
18	059	410202	3027	180594102023027	41212	24	12
18	059	410202	1035	180594102021035	41212	22	7
18	059	410202	2013	180594102022013	41212	41	11
18	059	410202	3017	180594102023017	41212	24	13
18	059	410202	2033	180594102022033	41212	5	6
18	095	011800	2034	180950118002034	41212	25	10
18	095	011800	3009	180950118003009	41212	119	40
18	059	410202	2021	180594102022021	41212	33	13
18	095	011800	2026	180950118002026	41212	14	3
18	059	410202	3000	180594102023000	41212	47	18
18	059	410202	3026	180594102023026	41212	13	4
18	095	011800	2030	180950118002030	41212	49	26
18	059	410202	3033	180594102023033	41212	4	4
18	059	410202	1026	180594102021026	41212	8	6
18	059	410202	2022	180594102022022	41212	19	14
18	095	011800	2040	180950118002040	41212	14	7
18	095	011800	2072	180950118002072	41212	17	3
18	059	410202	1005	180594102021005	41212	50	22
18	095	011800	4006	180950118004006	41212	19	11
18	059	410202	1045	180594102021045	41212	7	6
18	059	410202	2023	180594102022023	41212	25	14
18	059	410202	3013	180594102023013	41212	4	5
18	095	011800	2068	180950118002068	41212	7	6
18	059	410202	2010	180594102022010	41212	81	28
18	059	410202	2024	180594102022024	41212	20	14
18	059	410202	1009	180594102021009	41212	50	22
18	059	410202	3025	180594102023025	41212	10	1
18	059	410202	2004	180594102022004	41212	42	23
18	059	410202	3008	180594102023008	41212	9	2
18	059	410202	1024	180594102021024	41212	9	3
18	059	410202	3044	180594102023044	41212	0	0
18	095	011800	2080	180950118002080	41212	0	0
18	095	011800	3006	180950118003006	41212	49	16
18	059	410202	2012	180594102022012	41212	26	9
18	059	410202	3035	180594102023035	41212	15	6
18	059	410202	3006	180594102023006	41212	98	35
18	059	410202	2035	180594102022035	41212	17	7

18	095	011800	2054	180950118002054	41212	29	9
18	095	011800	2052	180950118002052	41212	34	18
18	095	011800	3027	180950118003027	41212	96	22
18	059	410202	4015	180594102024015	41212	0	0
18	059	410202	3005	180594102023005	41212	15	7
18	059	410202	4022	180594102024022	41212	43	14
18	059	410202	4023	180594102024023	41212	44	17
18	095	011800	2048	180950118002048	41212	20	11
18	059	410202	1030	180594102021030	41212	23	7
18	059	410202	1029	180594102021029	41212	16	3
18	059	410202	2018	180594102022018	41212	27	14
18	095	011800	2031	180950118002031	41212	20	8
18	095	011800	2012	180950118002012	41212	8	5
18	095	011800	2064	180950118002064	41212	19	12
18	095	011800	2038	180950118002038	41212	15	9
18	059	410202	4014	180594102024014	41212	0	0
18	095	011800	2045	180950118002045	41212	0	0
18	059	410202	2006	180594102022006	41212	53	23
18	059	410202	1023	180594102021023	41212	2	1
18	059	410202	2017	180594102022017	41212	76	27
18	059	410202	1025	180594102021025	41212	14	4
18	059	410202	1008	180594102021008	41212	46	20
18	095	011800	2057	180950118002057	41212	0	0
18	095	011800	3002	180950118003002	41212	428	145
18	095	011800	4008	180950118004008	41212	31	13
18	095	011800	1021	180950118001021	41212	0	0
18	095	011800	3010	180950118003010	41212	117	37
18	095	011800	2036	180950118002036	41212	1	2
18	095	011800	2011	180950118002011	41212	22	4
18	095	011800	3011	180950118003011	41212	58	25
18	059	410202	1036	180594102021036	41212	19	6
18	059	410202	3029	180594102023029	41212	8	3
18	095	011800	2043	180950118002043	41212	16	8
18	095	011800	3005	180950118003005	41212	93	33
18	095	011800	2061	180950118002061	41212	6	1
18	059	410202	3032	180594102023032	41212	10	2
18	059	410202	4009	180594102024009	41212	66	29
18	059	410202	3014	180594102023014	41212	5	3
18	059	410202	1013	180594102021013	41212	8	3
18	059	410202	2028	180594102022028	41212	71	40
18	059	410202	3004	180594102023004	41212	20	13
18	059	410202	3030	180594102023030	41212	8	2
18	095	011800	1014	180950118001014	41212	98	34
18	095	011800	3004	180950118003004	41212	16	6
18	059	410202	2030	180594102022030	41212	22	5
18	059	410202	2031	180594102022031	41212	21	4
18	059	410202	2011	180594102022011	41212	28	9
18	095	011800	2084	180950118002084	41212	3	1
18	059	410202	1044	180594102021044	41212	17	10
18	059	410202	2026	180594102022026	41212	35	20
18	095	011800	2085	180950118002085	41212	2	2
18	095	011800	2027	180950118002027	41212	59	22
18	095	011800	2086	180950118002086	41212	10	6
18	059	410202	3021	180594102023021	41212	21	9
18	059	410202	3039	180594102023039	41212	75	34
18	095	011800	2006	180950118002006	41212	31	8
18	095	011800	3015	180950118003015	41212	113	30

18	095	011800	4009	180950118004009	41212	50	20
18	059	410202	1043	180594102021043	41212	16	4
18	059	410202	2008	180594102022008	41212	56	17
18	059	410202	3003	180594102023003	41212	38	25
18	095	011800	2065	180950118002065	41212	14	5
18	095	011800	1018	180950118001018	41212	40	15
18	095	011800	2055	180950118002055	41212	11	3
18	095	011800	2074	180950118002074	41212	11	8
18	059	410202	1019	180594102021019	41212	26	9
18	095	011800	2010	180950118002010	41212	38	8
18	095	011800	2063	180950118002063	41212	12	4
18	059	410202	3002	180594102023002	41212	6	3
18	095	011800	2079	180950118002079	41212	0	0
18	095	011800	3019	180950118003019	41212	74	24
18	095	011800	2090	180950118002090	41212	7	1
18	059	410202	2007	180594102022007	41212	436	210
18	059	410202	4012	180594102024012	41212	20	10
18	059	410202	2001	180594102022001	41212	327	157
18	059	410202	3037	180594102023037	41212	231	103
18	059	410202	4013	180594102024013	41212	39	14
						9,815	3,898

Appendix E: INDOT-IMPO-IndyGo Memorandum of Agreement

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

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

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

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

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

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

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

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

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

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

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

RESPONSIBILITIES OF IMPO

METROPOLITAN TRANSPORTATION PLAN (MTP)

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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

UNIFIED PLANNING WORK PROGRAM (UPWP)

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

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

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

PUBLIC PARTICIPATION & INVOLVEMENT

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

TRANSIT PLANNING

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

RESPONSIBILITIES OF INDOT

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

MTP & TIP

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

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

UNIFIED PLANNING WORK PROGRAM (UPWP)

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

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

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

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

RESPONSIBILITIES OF INDYGO

METROPOLITAN TRANSPORTATION PLAN (MTP)

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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

UNIFIED PLANNING WORK PROGRAM (UPWP)

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

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

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

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

PUBLIC PARTICIPATION & INVOLVEMENT

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

TRANSIT PLANNING

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

Appendix F: FTA Civil Rights Assurances

Standard U.S. DOT Title VI Assurances

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

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

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

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

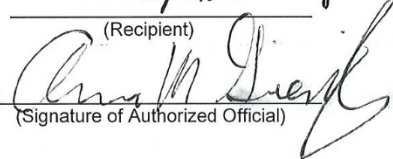
3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, 'as a covenant running with the land, in any deed from the United States effecting a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

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

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

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

Dated 1/8/24

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

Planning
 Organization

Appendix A

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

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

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

Appendix B

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

(GRANTING CLAUSE)

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

(HABENDUM CLAUSE)

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

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

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

Appendix C

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

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

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

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

[Include in deed.] *

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

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

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

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

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

[Include in deeds]*

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

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

Appendix G: USDOT-Indianapolis Planning Certification Letter



U.S. Department
of Transportation

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

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

October 7, 2022

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

Dear Mayor Cook,

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

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

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

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

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

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

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

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

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

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

Enclosure

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

Appendix H: INDOT-Indianapolis MPO Transportation Planning Process Certification

[INSERT 2027 PLANNING CERTIFICATIN HERE]

DRAFT

Appendix I: INDOT-Approved IMPO Cost Allocation Plans

[INSERT APPROVED 2027 CAP + LETTER]

DRAFT

Appendix J: IMPO Policy Board Resolutions

[INSERT SIGNED BOARD RESOLUTION HERE]

DRAFT

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING THE 2027-2028 UPWP**

Resolution Number 26-IMPO-007

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

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

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

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

SECTION 1: The 2027 Unified Planning Work Program (UPWP) is hereby approved and adopted. The Executive Director and staff are authorized to negotiate, make administrative revisions, respond to and revise the UPWP based on Indiana Department of Transportation (INDOT), Federal Highway (FHWA), and Federal Transit Administration (FTA) comments, and enter into contracts and engagements necessary to implement this UPWP.

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

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

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

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 17th day of June, 2026.

Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

0141736.0718524 4845-1899-6668v1

2027 Local Match Contributions					
					Last Edit: 6/1/2026
JURISDICTION	2020 Census Population	2020 Percent of Total	UPWP Local Match	Additional Local Match ⁱ	Total Invoiced ⁱⁱ
NON-MEMBER JURISDICTIONS IN THE METRO PLANNING AREA					
Atlanta	712	0.04%	\$0	\$26	\$500.00
Arcadia	1,515	0.09%	\$767	\$56	\$823
Bethany	95	0.01%	\$48	\$3	\$500
Brooklyn	2,511	0.14%	\$1,155	\$92	\$1,247
Spring Lake	210	0.01%	\$106	\$8	\$500
PRO RATA MEMBER DUES					
Avon	21,474	1.21%	\$9,876	\$789	\$10,664.57
Bargersville	9,560	0.54%	\$4,396	\$351	\$4,747.76
Beech Grove	14,717	0.83%	\$6,768	\$541	\$7,308.86
Brownsburg	28,973	1.64%	\$13,324	\$1,065	\$14,388.78
Carmel	99,757	5.64%	\$45,876	\$3,666	\$49,542.05
Cicero	5,301	0.30%	\$2,438	\$195	\$2,632.62
Cumberland	3,461	0.20%	\$1,592	\$127	\$1,718.83
Danville	10,559	0.60%	\$4,856	\$388	\$5,243.89
Fishers	98,977	5.60%	\$45,518	\$3,637	\$49,154.68
Franklin	25,313	1.43%	\$11,641	\$930	\$12,571.13
Greenfield	23,488	1.33%	\$10,802	\$863	\$11,664.78
Greenwood	63,830	3.61%	\$29,354	\$2,345	\$31,699.72
Hamilton County	21,321	1.21%	\$9,805	\$783	\$10,588.59
Hancock County	24,364	1.38%	\$11,205	\$895	\$12,099.83
Hendricks County	65,108	3.68%	\$29,942	\$2,392	\$32,334.41
Indianapolis	894,548	50.57%	\$411,386	\$32,871	\$444,256.93
Johnson County	40,059	2.26%	\$18,422	\$1,472	\$19,894.39
Lawrence	49,370	2.79%	\$22,704	\$1,814	\$24,518.49
McCordsville	8,503	0.48%	\$3,910	\$312	\$4,222.82
Mooresville	9,411	0.53%	\$4,328	\$346	\$4,673.76
Morgan County	19,344	1.09%	\$8,896	\$711	\$9,606.76
New Palestine	2,744	0.16%	\$1,262	\$101	\$1,362.75
New Whiteland	5,472	0.31%	\$2,516	\$201	\$2,717.54
Noblesville	69,604	3.93%	\$32,010	\$2,558	\$34,567.24
Pittsboro	3,682	0.21%	\$1,693	\$135	\$1,828.58
Plainfield	34,625	1.96%	\$15,923	\$1,272	\$17,195.72
Shelby County (w/Fairland)	8,028	0.45%	\$3,692	\$295	\$3,986.92
Southport	2,123	0.12%	\$976	\$78	\$1,054.34
Speedway	13,952	0.79%	\$6,416	\$513	\$6,928.94
Westfield	46,410	2.62%	\$21,343	\$1,705	\$23,048.47
Whiteland	4,599	0.26%	\$2,115	\$169	\$2,283.99
Whitestown	10,178	0.58%	\$4,681	\$374	\$5,054.67
Zionsville	30,074	1.70%	\$13,830	\$1,105	\$14,935.57
Pro-Rata Member Totals	1,768,929	100.00%	\$813,498	\$65,000	\$878,498
NON-PRO RATA MEMBER DUESⁱⁱⁱ					
Boone County	391	0.02%	\$2,000		\$2,000.00
Lebanon	4	0.00%	\$500		\$500.00
CIRTA	NA	0.00%	\$5,000		\$5,000.00
IndyGo	NA	0.00%	\$10,000		\$10,000.00
Non-Pro Rata Member Totals	395		\$17,500		\$17,500
Total Member Population & Match	1,769,324				\$895,998

2026 Dues	Change	%
\$10,448	\$217	0.02
\$4,651	\$97	0.02
\$7,160	\$149	0.02
\$14,096	\$293	0.02
\$48,534	\$1,008	0.02
\$2,579	\$54	0.02
\$1,684	\$35	0.02
\$5,137	\$107	0.02
\$48,155	\$1,000	0.02
\$12,315	\$256	0.02
\$11,427	\$237	0.02
\$31,055	\$645	0.02
\$10,373	\$215	0.02
\$11,854	\$246	0.02
\$31,677	\$658	0.02
\$435,219	\$9,038	0.02
\$19,490	\$405	0.02
\$24,020	\$499	0.02
\$4,137	\$86	0.02
\$4,579	\$95	0.02
\$9,411	\$195	0.02
\$1,335	\$28	0.02
\$2,662	\$55	0.02
\$33,864	\$703	0.02
\$1,791	\$37	0.02
\$16,846	\$350	0.02
\$3,906	\$81	0.02
\$1,033	\$21	0.02
\$6,788	\$141	0.02
\$22,580	\$469	0.02
\$2,238	\$46	0.02
\$4,952	\$103	0.02
\$14,632	\$304	0.02
\$2,000	\$0	0.00
\$500	\$0	0.00
\$5,000	\$0	0.00
\$10,000	\$0	0.00

i - The Additional Local Match column identifies the additional local match each community contributes to generate \$65,000 for a 100% locally-funded government relations contract.

ii - The invoiced amount is based on each jurisdiction's percent of the total regional population (not including the jurisdictions that have opted out or the Non-Pro Rata Members), multiplied by the amount of local funds needed to match federal Planning (PL) funds, MPO Council discretionary funds (also PL), and additional local match from i above, minus the contributions of communities paying the minimum rates.

iii - Per IMPO bylaws, transit providers and communities below the IMPO's population thresholds pay fixed amounts as "Non-Pro Rata Membership Dues." The IMPO's remaining local match is divided pro rata among the expected member communities (identified as the "Formula Totals" population in the table).

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
APPROVING 2027 LOCAL MATCH**

Resolution Number 26-IMPO-008

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

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

WHEREAS, Local Planning Agencies within the MPA are eligible for Federal transportation funds by becoming dues-paying members of the IMPO; and

WHEREAS, the IMPO Policy Committee has decided to contribute additional local match to fund \$65,000 of 100% locally-funded activities not eligible for federal funding; and

WHEREAS, per bylaws, individual membership dues are calculated by multiplying a Local Planning Agency’s percent of the total participating regional population, using 2020 Census numbers, by the total 2027 local match amount of \$895,998, less \$17,500 from the Non-Pro Rata Member dues for a total of \$878,498;

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

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

SECTION 1: That the 2027 IMPO total local match amount of \$895,998 is hereby approved.

SECTION 2: That 2027 IMPO local match invoices may be prepared by staff and sent to IMPO members.

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

SECTION 4: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such

action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

SECTION 5: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 17th day of June, 2026.

Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization



Memo

To: IMPO Transportation Joint Committee

From: Andrea Miller, Indianapolis MPO

Date: June 4, 2026

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

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

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

Activities and data for this update include:

- Update of the Vision Zero Resolution, with support from the Safety Steering Committee, with a proposed change to the baseline year to 2023 and use of five-year rolling average in tracking.
- A full update of the Safety Action Plan, including the safety analysis and identification of the High Injury Network (HIN).
- An expansion of the Safety Action Plan to include a Vulnerable Road User Assessment.
- Data purchases, including a safety tool derived from mobile data, and transportation geometry data (sidewalks, crosswalks, bike lanes and bike paths).
- Twenty-five road safety audits of locations on the HIN.
- Reconvening of the Safety Steering Committee.
- A 2026 Safety Summit hosted by the IMPO to provide educational opportunities on improving traffic safety.

The project is currently on schedule with a public draft of the plan to be made available before the end of June 2026, and request for IMPO Transportation Committee adoption in August.

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



Memo

To: IMPO Transportation Joint Committee

From: Andrea Miller, Indianapolis MPO

Date: June 4, 2206

Re: 2026 Annual Safety Report

In 2022 the IMPO's Safe Streets and Roads for All Safety Action Plan (or Safety Action Plan) was created and then adopted by the IMPO Policy Committee alongside an updated Vision Zero Resolution. This plan, intended to help address the rise in fatal and serious traffic crashes within the MPA, consists of several components: goal setting (the Vision Zero Resolution), safety analysis, public engagement, equity analysis, policy and process proposals, and progress reporting. This Annual Safety Report, to be published each year, fulfills the progress reporting aspect of the plan and will track the Indianapolis MPA's progress towards its Vision Zero Resolution of reducing serious and fatal crashes by 35% by 2040. (2020 serves as the baseline year for achieving the reductions to serious and fatal crashes.)

In the 2026 Annual Safety Report IMPO staff has used the most recent full year of data available for analysis, which is from 2025. Key findings from the 2026 Annual Safety Report include:

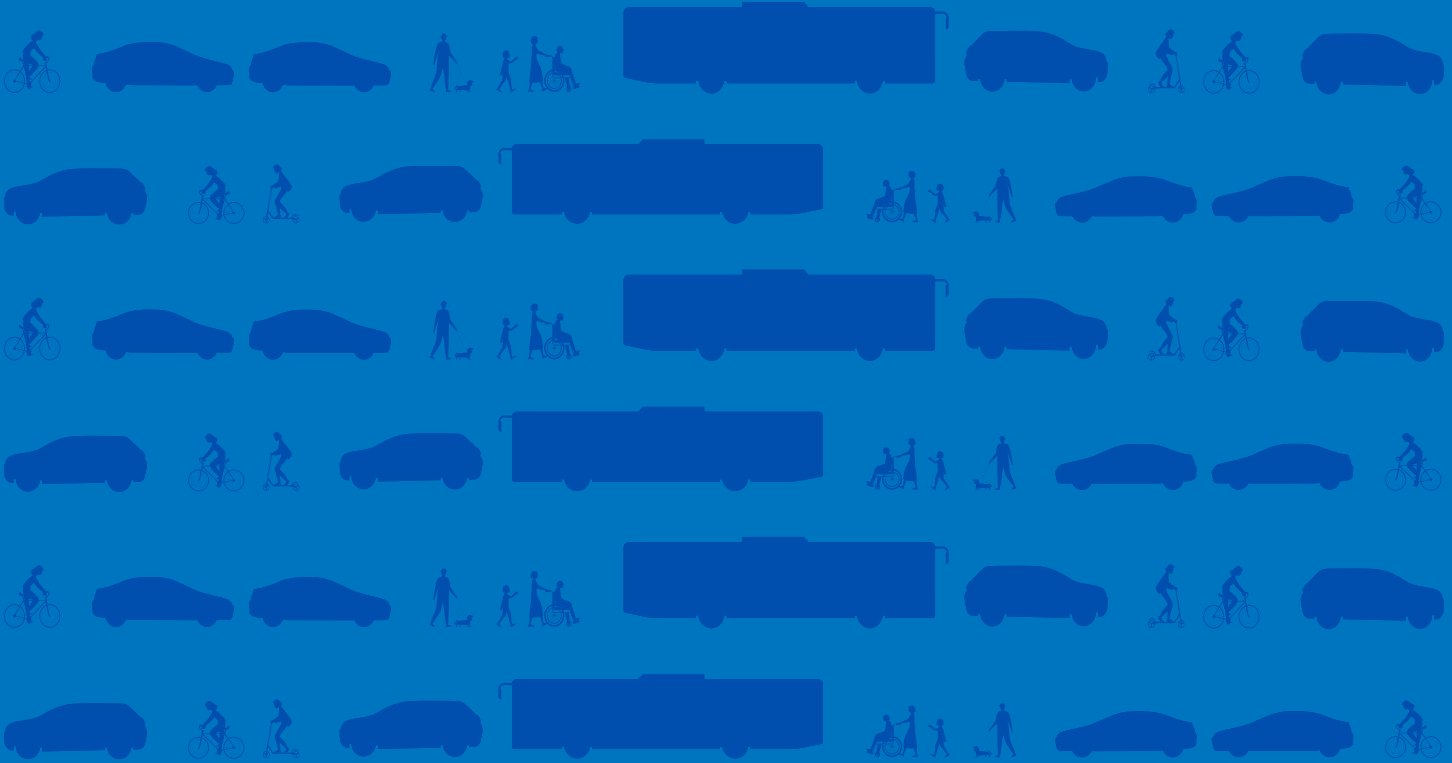
- Across the MPA no clear long-standing trends emerge in either fatal or serious crashes. Declines in fatal and serious crashes can be seen in 2022 and 2025 but has risen in all other years. Currently the IMPO is not meeting its Vision Zero goal.
- In 2025 a combined 742 serious and fatal crashes occurred in the MPA; 112 people lost their lives.
- Pedestrians and bicyclists accounted for 14% and 3% respectively of fatal and serious crashes overall in 2025. However, when filtered to look at only fatal crashes the numbers jump to 22% for pedestrians and 9% bicyclists, demonstrating the enhanced vulnerability of those outside of a vehicle.

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

2026 IMPO Annual Safety Report

*Tracking progress
towards our
Vision Zero Goal*





A Note on Data Sources:

Crash Factor Matrix Tables: Previous years of the Crash Factor Matrix Table were provided by INDOT with IMPO staff clipping the data to the IMPO's MPA boundary using corrected latitude/longitude locations for fatal and incapacitating crashes. Beginning with data from 2020 tables have been generated by IMPO staff using the same methodology as INDOT, data generated from ARIES (Automated Reporting Information Exchange System) crash records, the official crash repository for the Indiana State Police.

MPA crash numbers: The MPA crash numbers came from the IMPO's corrected locations of the ARIES fatal and suspected serious injury (SSI) crashes. Additional information regarding recent data definition updates can be found under "Data Definitions and Changes" on page 5 of this report.

State crash numbers: INDOT Office of Traffic Safety.



The Indianapolis Metropolitan Planning Organization (IMPO) values each individual's civil rights. As a recipient of federal funds, the IMPO conforms to Title VI of the Civil Rights Act of 1964 (Title VI) and all related statutes, regulations, and directives, which provide that no person shall be excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance from the IMPO. The IMPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, regardless of whether those programs and activities are federally funded. For any and all inquiries regarding the application of this accessibility statement and related policies, please view the IMPO Title VI page, indympo.gov/about/title-vi.

In accordance with Title II of ADA and Section 504, no qualified person with a disability shall be denied participation or benefits of IMPO programs

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.

If information is needed in another language, contact 317-327-8601 (voicemail) or info@indympo.gov. Si se necesita información en otro idioma, comuníquese con 317-327-8601 (correo de voz) o envíanos un correo electrónico a info@indympo.gov.

For alternative formats, translation services, or accommodation needs for persons with disabilities, or to view documents in person at our offices please contact us at info@indympo.gov, 317-327-8601 (voicemail), or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204.



Table of Contents

Overview and Purpose 4

The IMPO’s Planning Area 5

Tracking Progress Towards Our Vision Zero Goal 6

Fatal and Serious Crashes in the MPA 7

 Crash Breakdown by Travel Mode 7

Changes in Crashes in the MPA and at the State Level 8

 Comparing the MPA with the State 8

Moving Forward in Addressing Serious and Fatal Crashes 9

Crash Factors in the MPA 10

The High Injury Network 12

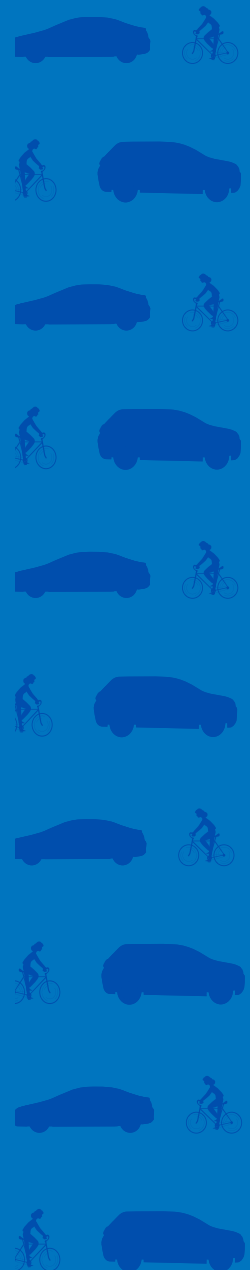
IMPO Funding Towards Safety 13

 IMPO 2023 Safety Projects Overlaid with the High Injury Network (HIN) 14

Getting to Vision Zero 15

 Safe System Approach 15

 IMPO Reports, Resources, and Policies 16



Overview and Purpose

Ensuring safe, accessible, and desirable transportation in Central Indiana is integral to the Indianapolis Metropolitan Planning Organization's (IMPO) mission. Each year hundreds of people are involved in serious and fatal crashes within the IMPO's planning area. Recognizing the need to address this issue the Indianapolis Transportation Policy Committee approved a new Vision Zero Resolution in 2022 that updated the 2018 Vision Zero Resolution to include goals and deadlines for reducing fatal and serious crashes.

“This Vision Zero Resolution sets forth a goal of reducing serious and fatal crashes by 35% by the year 2040.”

- 2022 Vision Zero Resolution

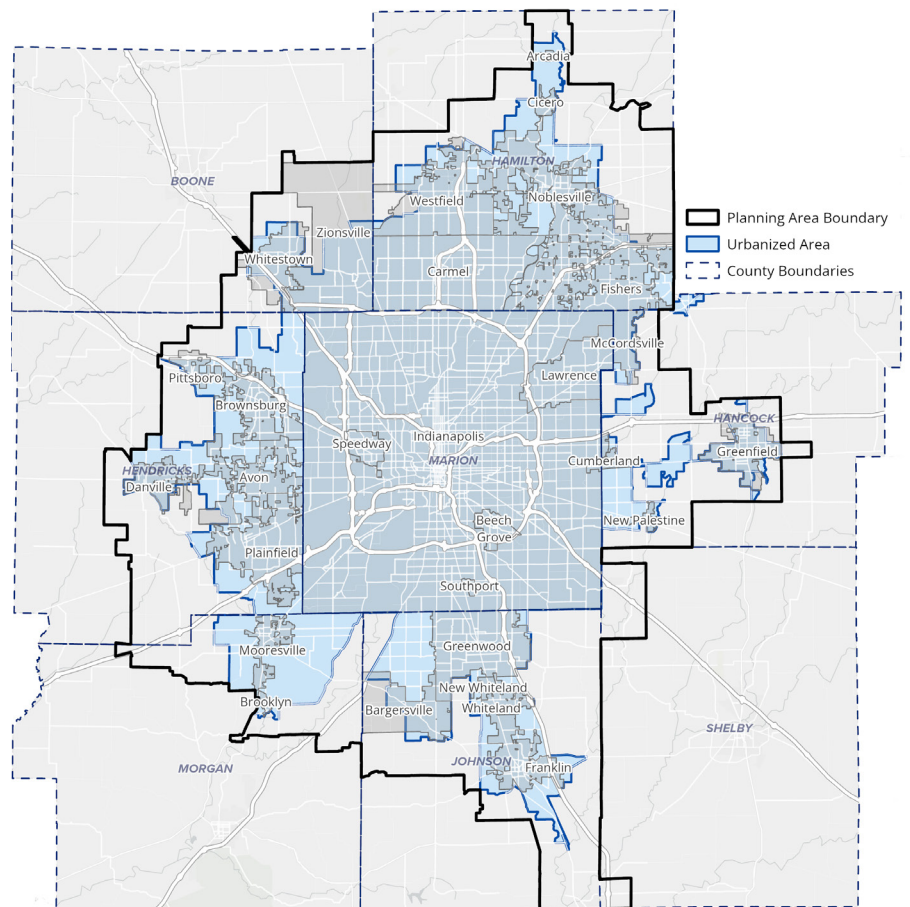
This update came as part of the planning process for Central Indiana's Safe Streets and Roads for All Safety Action Plan, and represents a new phase of the IMPO's commitment to improving traffic safety in its planning area. As part of this commitment the IMPO created this Annual Safety Report to provide additional transparency for tracking and addressing safety issues.

The IMPO's Planning Area

The IMPO plans and programs funding within a specific area known as the Metropolitan Planning Area (MPA). The MPA includes the urbanized area of Central Indiana (areas that are mostly developed, identified on the map by the Urbanized Area Boundary - UAB) plus the areas that are expected to urbanize over the next 20 years. The MPA is the area in which the IMPO will be working to achieve its Vision Zero goal, and for which all fatal and serious crash statistics will be derived from in this report unless otherwise specified. Crashes on INDOT-controlled facilities or other privately owned roads have been excluded from this report as they are not within the jurisdiction of IMPO members.

Data Definitions and Changes

Serious crashes within this report are derived from the "Suspected Serious Injury" or "SSI" category in Indiana's crash reporting system, ARIES (Automated Reporting Information Exchange System). The SSI definition consists of the following Injury Nature types in the ARIES data – Crush, Fracture/Dislocation, Internal, Paralysis, Severe Bleeding, Severe Burn, Severed, Unconscious. This marks a change from previous Annual Safety Reports which utilized "incapacitating injury" for serious crashes and is a result of the transition from ARIES 5 to ARIES 6. It is important to note that this transition has been occurring on a rolling basis from 2020 through 2023, resulting in different jurisdictions updating to ARIES 6 and its use of "SSI" at different times. As a result not only will serious crash numbers differ in this annual safety report from previous years but SSI numbers prior to 2023 will have some margin of error. This inconsistency comes as an unavoidable part of needed system updates to ARIES. As additional years of data become available in the future the IMPO will look towards 2023 as its new benchmark to ensure data definition consistency.



Tracking Progress Towards Our Vision Zero Goal

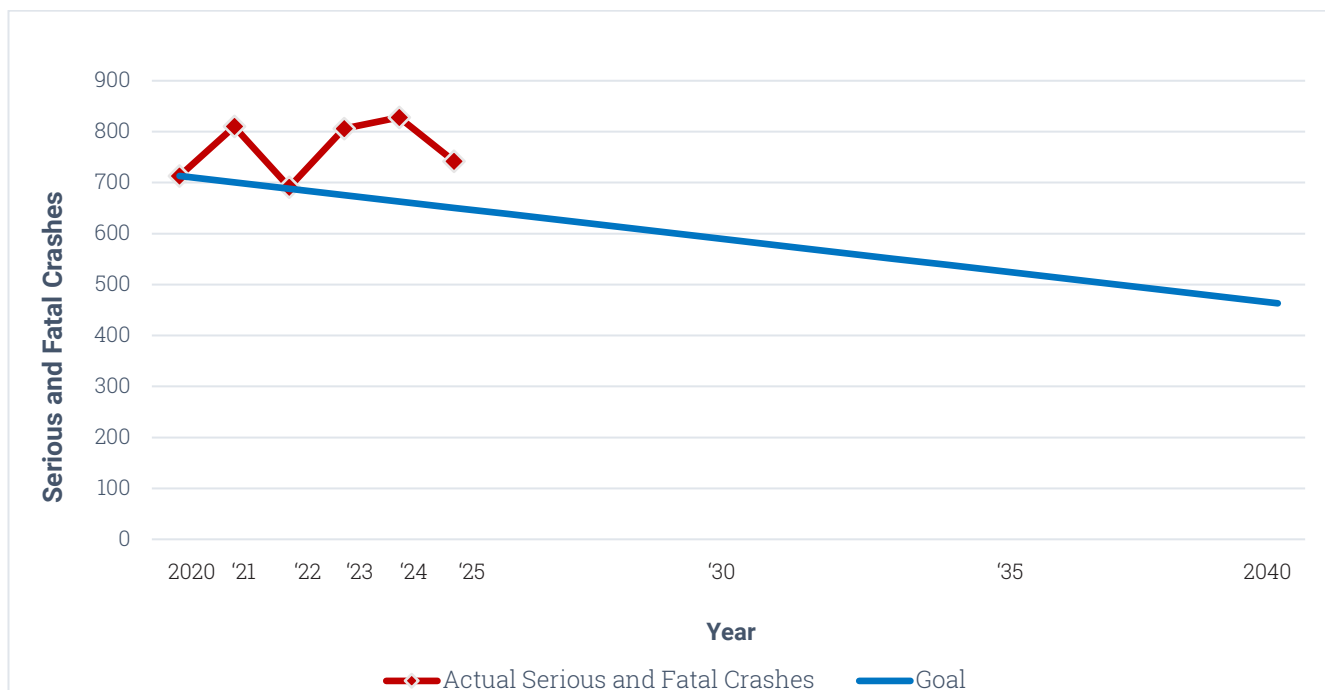
Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2019	-	-	-
2020	21%	26%	22%
2021	14%	13%	14%
2022	-16%	-7%	-15%
2023	21%	0%	17%
2024	6%	-12%	3%
2025	-10%	-11%	-10%

Across the MPA no clear long standing trends emerge in either fatal or serious crashes. 2020 and 2021 saw dramatic increases in both fatal and serious crashes - something that was broadly experienced across the US and is widely attributed to changes in traffic patterns and behaviors during the pandemic. In 2022 crashes declined, increased again in 2023 and 2024, and declined most recently in 2025.

The Vision Zero Resolution of a 35% reduction in fatal and serious crashes by 2040 uses the year 2020 as a baseline. In order to achieve Vision Zero fatal and serious crashes need to decrease 1.75% from 2020 numbers annually. 2025 saw decreases in both serious and fatal crashes, however rises in previous years means the MPA is not currently meeting its goal.

Progress Towards Vision Zero Goal



Fatal and Serious Crashes in the MPA

In 2025 there were 109 fatal crashes in the MPA. An additional 633 crashes resulted in people who were seriously injured. Fatal and serious crashes saw modest decreases in 2025, but remain high compared to pre-pandemic numbers.

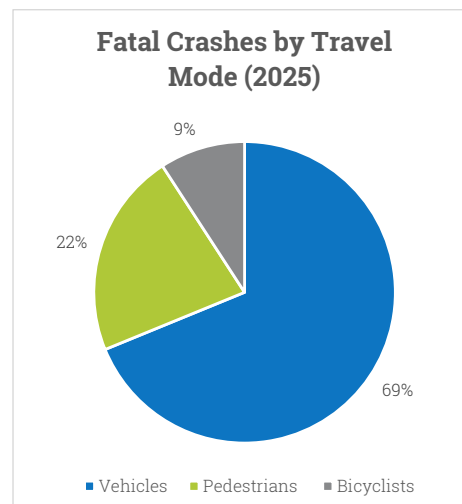
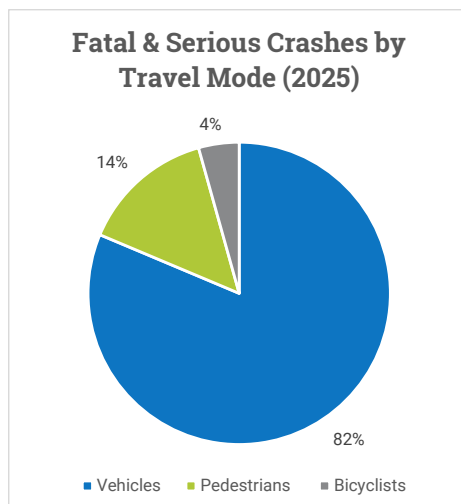
All Fatal and Serious Crashes (Vehicles, Pedestrians, & Pedalcyclists)

Year	Number of Serious Crashes	Number of Fatal Crashes	Total Number of Serious and Fatality Crashes
2019	481	105	586
2020	581	132	713
2021	661	149	810
2022	552	139	691
2023	667	139	806
2024	706	122	828
2025	633	109	742
Total 2019 - 2025	4281	895	5176

Behind each of these numbers is a real person - over a six year period from 2019 through 2025 895 fatal crashes occurred. When looking at individuals 935 people lost their lives on local roads in the Indianapolis MPA.

Crash Breakdown by Travel Mode

For all fatal and serious crashes 82% involved vehicles, 14% pedestrians, and 4% bicyclists. When filtering to look only at fatal crashes the percentage of crashes jumps to 22% for pedestrians and 9% for bicyclists, demonstrating the enhanced vulnerability of those outside of a vehicle.



Changes in Crashes in the MPA and at the State Level

Comparing the MPA with the State

Changes in Crashes in Indiana

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2021	15%	2%	12%
2022	2%	11%	4%
2023	-7%	-5%	-8%
2024	14%	-6%	10%
2025	-5%	-5%	-5%

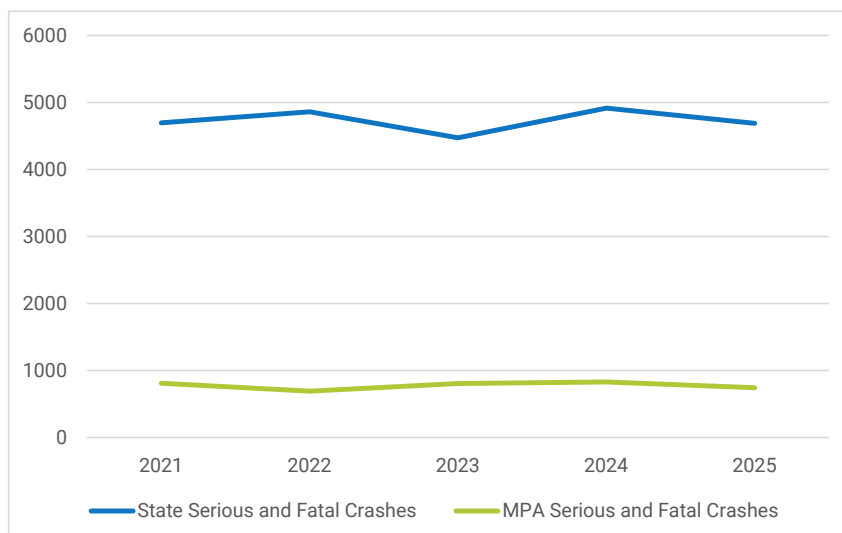
Since 2021 the state as a whole has seen individual years of both increases and decreases - no long standing trends appear.

Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2021	13.8%	12.9%	14%
2022	-16.5%	-6.7%	-15%
2023	20.8%	0.0%	17%
2024	5.8%	-12.2%	3%
2025	-10%	-11%	-10%

The Indianapolis MPO's planning area has seen individual years of both increases and decreases - no long standing trends over the past five years emerge.

State and MPA Comparison of Serious and Fatal Crashes



Change in crashes between the IMPO and broader state do not appear to be strongly correlated. Crashes in the MPA made up anywhere from 14% to 18% of all crashes in the state.

Moving Forward in Addressing Serious and Fatal Crashes

The trend on fatal and serious crashes is unlikely to reverse itself without intervention. The question of where to start, however, can be overwhelming for a community. The following section of this report provides supporting information intended to assist our local public agencies in designing interventions to reverse the trends. It also provides updates regarding the work the IMPO is doing to support traffic safety.



Crash Factors in the MPA

Crash factor matrices provide insight into the contributing factors, locations, and environmental conditions of fatal and serious crashes. For example, unrestrained occupants are a leading crash factor for both serious injuries and fatalities. Other instances show the multiplicative effects crash factors can have on each other - lane departures where the occupants are not wearing a seatbelt are more likely to result in serious injury or a fatality.

Serious Injuries and Fatalities 2024-2025	Urban	Rural	Light	Dark	Clear/Dry Road Conditions	Not Clear/Wet Road Conditions	Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone
	Intersection	909	96	663	342	877	128		173	180	51	11	7	108	36	182	90	184	116	20	8
Lane Departure	470	101	320	251	474	97	173		163	71	10	4	6	3	100	62	90	42	23	16	10
Speeding	340	44	208	176	320	64	180	163		44	9	4	7	2	120	63	33	53	7	1	8
Alcohol	106	19	37	88	108	17	51	71	44		7	0	9	2	36	9	6	10	1	1	7
Drugs	21	1	8	14	18	4	11	10	9	7		0	2	1	8	3	0	0	0	0	1
Large Vehicle	11	1	10	2	11	1	7	4	4	0	0		2	0	0	4	6	0	0	1	0
Pedestrian	231	13	96	148	203	41	108	6	7	9	2	2		0	8	18	0	4	0	6	
Bicycle	59	6	40	24	61	4	36	3	2	2	1	0	0		2	4	6	1	1	0	
Unrestrained Occupants	307	47	211	142	325	29	182	100	120	36	8	0	8	2		30	44	107	13	1	10
Young Drivers	155	22	100	77	150	27	90	62	63	9	3	4	8	4	30		20	15	2	2	2
Older Drivers	269	34	257	46	260	43	184	90	33	6	0	6	18	6	44	20		31	12	4	3
Motorcycles	189	24	134	78	201	12	116	42	53	10	0	0	0	1	107	15	31		2	2	2
Distracted Drivers	44	9	31	22	51	2	20	23	7	1	0	0	4	1	13	2	12	2		2	0
Drowsy	20	2	13	9	21	1	8	16	1	1	0	1	0	0	1	2	4	2	2		0
Work Zone	37	1	23	15	32	6	23	10	8	7	1	0	6	0	10	2	3	2	0	0	

Fatalities 2024 - 2025	Urban	Rural	Light	Dark	Clear/Dry Road Conditions	Not Clear/Wet Road Conditions	Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone
	Intersection	96	8	54	50	90	14		14	30	5	1	2	21	4	26	8	16	18	3	0
Lane Departure	59	13	41	31	65	7	14		30	9	0	0	1	0	19	6	16	7	2	0	3
Speeding	54	8	31	31	57	5	30	30		6	0	0	1	0	19	6	4	11	1	0	1
Alcohol	11	1	3	9	11	1	5	9	6		0	0	0	0	4	0	2	2	0	0	0
Drugs	2	0	1	1	1	1	1	0	0	0		0	0	1	1	1	0	0	0	0	0
Large Vehicle	2	1	2	1	3	0	2	0	0	0	0		2	0	0	0	0	0	0	0	0
Pedestrian	56	3	13	46	53	6	21	1	1	0	0	2		0	0	2	3	0	1	0	2
Bicycle	14	1	7	8	15	0	4	0	0	0	1	0	0		1	0	0	1	0	0	0
Unrestrained Occupants	42	9	28	23	47	4	26	19	19	4	1	0	0	1		5	8	16	2	0	1
Young Drivers	16	1	6	11	14	3	8	6	6	0	1	0	2	0	5		0	2	0	0	1
Older Drivers	30	6	27	9	32	4	16	16	4	2	0	0	3	0	8	0		7	1	0	0
Motorcycles	29	4	21	12	31	2	18	7	11	2	0	0	0	1	16	2	7		1	0	0
Distracted Drivers	4	0	3	1	4	0	3	2	1	0	0	0	1	0	2	0	1	1		0	0
Drowsy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Work Zone	7	0	2	5	5	2	3	3	1	0	0	0	2	0	1	1	0	0	0	0	

Crash Factor Summary for 2024-2025

Factor	Percentage Fatal Crashes Alone	Factor	Percentage of Serious Injury and Fatal Crashes
Intersection	44%	Intersection	53%
Lane Departure	30%	Lane Departure	30%
Speeding	26%	Speeding	20%
Pedestrian	25%	Unrestrained occupants	19%
Unrestrained Occupants	21%	Older Drivers	16%

The Crash Factor Summary chart above shows the leading crash factors for fatal crashes alone, as well as combined serious injury and fatal crashes. Four of the five top factors are the same for both: intersections, lane departures, speeding, and unrestrained occupants. While percentages do vary the largest difference can be seen in the crash factors which are in only one column (pedestrians and older drivers). Pedestrians are involved in 25% of fatal crashes alone, but are not in the top five factors for the combined crashes. Conversely older drivers are involved in 16% of combined crashes, but are not a top factor for fatal crashes.

IMPO Funding Towards Safety

Each year local public agencies that are members of the IMPO go through a competitive process to determine which of their transportation projects are awarded the funding that the IMPO distributes. There are multiple funding programs that may be used for safety improvements. The Highway Safety Improvement Program (HSIP) program is exclusively used to improve safety, but certain projects funded under other categories often improve safety as well. For example, projects funded under the Transportation Alternatives Program (TAP) are intended to provide funding for alternative transportation projects but will often enhance safety by providing new or improved facilities for bicyclists and pedestrians. Projects are considered to have improved safety when the project includes any of the [Proven Safety Countermeasures](#) listed by the Federal Highway Administration. The following 2025 safety projects are those that were successfully sent to letting and received acceptable bids. Note that while the construction and right-of-way processes may take time, one can reasonably assume that these projects either began construction in 2025 or shortly after.

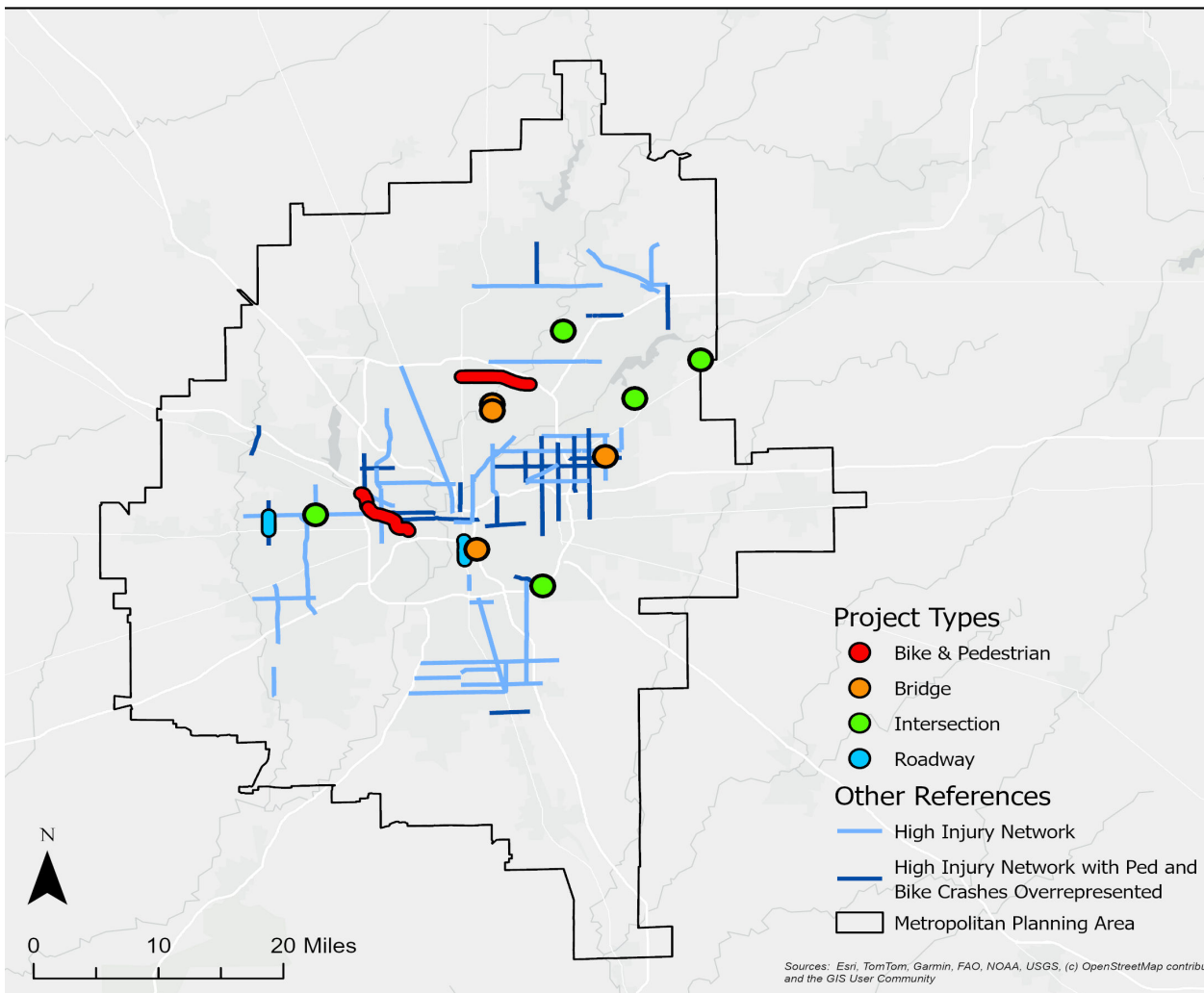
2025 Safety Projects with Distributed Funding

Member Agency	Project Title	Project Type	Total Cost
Avon	CR 100 N and Raceway Rd Roundabout	Intersection or Intersection Groups	\$5,087,871
Avon	Dan Jones Widening Phase 3 - US 36 to CR 100 N	Existing Roadway Widening	\$13,352,356
Beech Grove	Arlington, Elmwood, & Hanna Roundabout	Intersection or Intersection Groups	\$2,277,300
Fishers	116th St & Allisonville Rd Intersection Improvement	Intersection or Intersection Groups	\$4,027,208
Fishers	96th Street and Cyntheanne Road Roundabout	Intersection or Intersection Groups	\$3,489,000
Indianapolis	Keystone Avenue over Howland Ditch	Bridge Rehabilitation	\$1,263,000
Indianapolis	Keystone Avenue over Bailey Creek	Bridge Rehabilitation	\$1,328,500
Indianapolis	Madison Ave Road Diet from Pleasant Run Parkway North to Ray Street/Eli Lilly	Roadway Rehabilitation	\$15,664,630
Indianapolis	Mitthoefer Road over Bells Run Bridge Rehabilitation	Bridge Rehabilitation	\$1,863,785
Indianapolis	86th St Pedestrian Improvements from Meridian Street to Allisonville Road	Pedestrian Enhancement	\$2,666,000
Indianapolis	Eagle Creek Greenway - Phase 2B	Bicycle Enhancement	\$5,280,272
Indianapolis	Eagle Creek Greenway - Phase 2C	Bicycle Enhancement	\$11,815,710
Indianapolis	Shelby Street over Pleasant Run	Bridge Rehabilitation	\$3,612,822
Lawrence	Oaklandon Road and 75th Street Intersection Improvement	Intersection or Intersection Groups	\$2,257,000

Total distributed funding for safety (2025): \$73,985,454

IMPO 2025 Safety Projects Overlaid with the High Injury Network (HIN)

The below map shows where the 2025 safety projects that received their funding were, as well as whether they were located on the High Injury Network (HIN). Note that that HIN wasn't outlined until 2022 in the IMPO's Safe Streets and Roads for All Safety Action Plan, and that projects are scheduled years in advance of when they receive funding. For a more interactive version of the map, [click here](#).

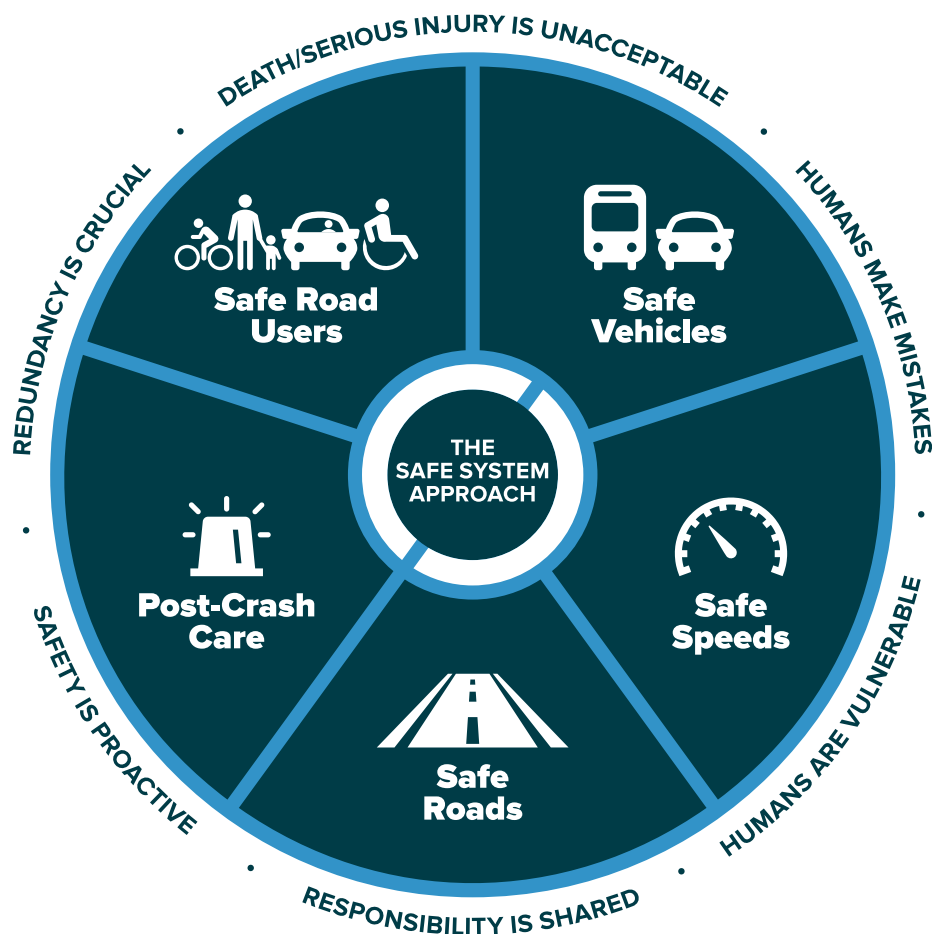


Getting to Vision Zero

Safe System Approach

The [Safe System Approach](#) was adopted by the U.S. Department of Transportation and is guiding future investments in roadway safety. The approach is human centered in that it acknowledges human mistakes as well as our physical vulnerability to crash forces. To better protect all users, the Safe System Approach implements redundancies to layer safeguards aimed at reducing serious injury and death on the road. The six principles of the Safe System Approach are:

- Death and serious injuries are unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.



IMPO Reports, Resources, and Policies

This Annual Safety Report is just one part of the IMPO's work to improve safety in the Indianapolis MPA. Additional items include:

- The [Safe Streets and Roads for All Safety Action Plan](#). This plan, originally completed in 2022, provides additional information regarding the safety of the network and is currently being updated to enhance its analysis of the network.
- The [IMPO Crash Dashboard](#) which provides data on serious and fatal crashes on an easy to view dashboard.
- [Intersection Safety Studies](#) which provide our communities with an in-depth analysis regarding the contributing factors behind crashes at high-crash intersections. 24 intersections were examined in 2019, an additional 19 were completed in 2023, and 25 are currently being completed as part of the full update to the Safety Action Plan.
- The [Vision Zero Toolkit](#) which provides a toolkit of resources for communities who want to kick-start a Vision Zero effort.
- Complete Streets are roadways designed to safely and comfortably accommodate all users, of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, and transit users. The [IMPO's Complete Streets Policy](#) requires projects using certain IMPO managed funds to implement complete streets where reasonable. These requirements include either a sidewalk, multi-use path, or bike lane.



Indianapolis Metropolitan
Planning Organization

200 E Washington St, Ste 2322
Indianapolis, IN 46204

Info@IndyMPO.gov

vm: 317-327-8601

www.IndyMPO.gov