



APPLICATION PACKET SFY 2030 & 2031 CALL FOR PROJECTS

Indianapolis Metropolitan Planning Organization

2026 | www.indympo.gov/tip

This packet contains instructions on how to navigate the IMPO's call for projects and the application portal, [MiTIP](#) to submit project applications. To help make this information as useful as possible, the IMPO would ask that you send any questions, comments, or suggestions to:

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Part 1 – Overview

About the MPO

Every Urbanized Area with a population of 50,000 or more (as defined by the US Census) is required by federal regulations to have a designated Metropolitan Planning Organization (MPO). MPOs are responsible for conducting a “continuing, cooperative, and comprehensive” transportation planning process. A successful MPO planning process is a prerequisite to the region receiving certain federal funds for planning projects and transportation improvements.

The Indianapolis Metropolitan Planning Organization (IMPO) is Central Indiana’s federally-designated regional planning organization. The IMPO develops short and long range plans to support local governments and advance the region’s goals in transportation, economic development, housing, safety, sustainability, and other quality-of-life issues. The IMPO collects, analyzes, and communicates regional data to inform planning efforts and guide decision-making. The IMPO also tracks and distributes specific grant funds to local governments for the planning and construction of roads, trails, transit, and other infrastructure that moves people and goods throughout Central Indiana. Our planning area spans nearly 1,500 square miles and includes Marion County and parts of Boone, Hancock, Hamilton, Hendricks, Johnson, Morgan, and Shelby counties. The IMPO serves 36 member jurisdictions and approximately 1.78 million residents.

About the Transportation Improvement Program (TIP) Call for Projects

Each year, the IMPO is allocated federal transportation funding from the Federal Highway Administration (FHWA), passed through the Indiana Department of Transportation (INDOT). The IMPO allocates this funding to local public agencies—including cities, towns, counties, and transit organizations—to support local transportation improvement projects such as roads, bridges, trails, and transit.

Working with local public agencies, the IMPO prioritizes, selects, and awards funding to projects that address needed transportation improvements. To select projects to receive the IMPO’s funding, the IMPO issues an annual “call-for-projects”. During the call-for-projects, local public agencies choose projects to submit for consideration by completing a data-driven application and committing to locally fund a portion of the project cost. Typically, the MPO funds up to 80% of construction and construction engineering costs with a 20% local match from the local public agency. The local public agency provides 100% of the funding for preliminary engineering, right-of-way acquisition, and other project costs. The process is highly competitive, with demand significantly exceeding available funds.

The IMPO reviews all applications and develops a list of projects recommended for funding. This recommendation list is guided by the resource allocation goals of the Metropolitan Transportation Plan (MTP), the requirements of federal transportation programs, and the scores of projects ranked through the IMPO’s TIP project selection (scoring) criteria. The recommendation list is then reviewed by IMPO membership as well as the public, amended as needed, and adopted as a TIP amendment by the Transportation Policy Committee.

Part 2 - Important Updates & Reminders Since the Previous CFP Updates

On June 29, 2026, INDOT informed the IMPO they will not extend the piloted Federal Funds Exchange (FFE) Program past SFY 2029. As a result, the IMPO is opening the annual call for projects (CFP) on **August 31st, 2026**, and will be returning to a **Federal Program**. This call for projects is for STBG, CMAQ, and HSIP funding in state fiscal years (SFY) 2030 and 2031. Transportation Alternative (TA) funding through SFY 2031 was programed in the last CFP therefore, funding for bicycle and pedestrian projects is available through other fund types.

This CFP will use the IMPO's existing, approved selection criteria. HSIP and CMAQ project applications will go through a federal eligibility determination and awarded projects must plan to go through the **Federal** project development process. Due to this change, all projects must be able to meet an INDOT letting **on or before January 2030**. The short development time schedule must be considered in regard to the scope and complexity of proposed applications.

Additionally, because of the return to the Federal program, **no amendment opportunities will be made available** to awarded projects. Awarded funding will be the final MPO participation amount. Cost estimate increases will be the responsibility of the LPA. Delayed projects resulting in a loss of funding to the region due to INDOT's Annual Allocation Policy will be deleted from the TIP.

Note: Build, Operate, Transfer is not an available financing option for local public agencies using Federal funding.

Reminders

INDOT will be hosting a [training](#) on “**Navigating INDOT Compliance for Federally Funded Projects**” on **Monday, September 21st from 8am – 1pm** at the Indiana Government Center South.

Part 3 – Funding Information and Timeline

Funding Information

The Indianapolis Metropolitan Planning Organization (IMPO) is accepting applications for projects under three major funding sources:

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Highway Safety Improvement Program (HSIP)

For details on project eligibility under each funding source or more details on the TIP overall, please refer to the appendix of the [2026–2029 Transportation Improvement Program](#) (TIP). Project eligibility for funding sources may be found in the appendix.

Available Funding

Estimated funding is based on the current year's allocation. A total of approximately **\$142.6M** is estimated to be available to award for SFY 2030 & 2031 projects. Please note that at the time of this call for projects, we do not know what funding programs or allocations will be signed into the new transportation bill. The Infrastructure Investment and Jobs Act (IIJA) is set to expire on September 30, 2026. The breakdown by funding category is approximately:

STBG	HSIP	CMAQ/CR
\$88,893,099	\$13,944,669	\$39,806,718

Application Timeline

MiTIP will begin accepting applications on August 31, 2026. Applications must be submitted to the IMPO via MiTIP no later than October 2, 2026, at 5:00 p.m.

DATE	
8/31/26	Call for projects opens
10/2/26	Project applications are due via MiTIP by 5:00pm.
January 2027	IMPO recommendation is emailed to the transportation committees and planning partners for 10-day review and comment
February 2027	10-day public review and comment of draft recommendations
2/17/27	Public Hearing and Transportation Policy Committee Adoption

Helpful Links and Resources

Below are links for documents relevant to the TIP and call for projects:

- [2026-2029 TIP document](#) – outlines our four-year plan for tracking and funding transportation improvements across the MPO's planning area
- [TIP information page](#) – provides local agency forms and guidelines, including the TIP amendment schedule, quarterly tracking policy, and FFE guidebook
- [TIP call for projects page](#) – provides links and forms relevant to the call for projects, including the application packet, scoring information, and scoping form

Part 4 – Application Requirements and Policies

Complete Application Requirements

The following items must be submitted to the IMPO using [MiTIP](#), the IMPO’s online TIP database, for an application to be considered for funding:

- Complete all TIP project information in MiTIP.
 - Requirements are dependent on the funding source and may require studies or data from the LPA. To determine application data needs, visit the selection criteria for the source you are applying
- Map project location using the “map” tab in MiTIP
- Upload the required scoping form
- Upload supporting documentation for selection criteria (i.e. traffic counts, level of service calculations, etc.)
- Upload a letter of local match commitment signed by the designated Transportation Policy Committee representative or the highest elected official of the submitting local public agency (LPA).

Materials are available on the IMPO’s [call for projects page](#).

Cost Estimate Requirements

- Project cost estimates must be prepared and signed by a registered Professional Engineer, should be quantity-based, and in year of expenditure dollars. All cost estimates must be based on unit price data. Cost estimates should use the INDOT bid tab form or a similar form that provides itemized unit and quantity details. The source of the data should be noted on the [Project Scoping and Cost Estimating Form](#).
- The annual **compounding** interest to use in calculating Year of Expenditure (YOE) dollars is **3.75%** with a maximum allowable **15%** contingency rate. Requested **total construction engineering (CE) funds should not exceed 12.5%** of the construction estimate. Applications with construction estimates of less than \$1M can request up to 15% for construction engineering. *Projects that are recommended for funding in SFY 2031 will be awarded a 4th year of interest added at the time of award by IMPO staff.*
- A [Project Scoping and Cost Estimating Form](#) is required to better define project components, costs, and identify risks during early development. The completed form, including project purpose and need, should be uploaded to the application in MiTIP through the documents tab. [Instructions](#) to assist with completing the form can be found on the IMPO’s website.

Determining Application Inputs

Each application requires different inputs for MiTIP to accept the project and generate a score. You can determine the inputs needed for an application by viewing the project selection (scoring) criteria for the funding source and project type you plan to apply for.

You may submit one application for multiple funding types. Funding type-specific questions will appear when you select the relevant funding source (e.g. CMAQ) and put a funding amount under that funding source in the programming section.

ADA and Title VI Requirements

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 is required to ensure that local public agencies are compliant with Title VI and ADA regulations. Local public agencies applying for IMPO funding must submit their Title VI and ADA policy documents to the IMPO via email (info@indympo.gov) to be eligible for funding.

INDOT will not assign DES numbers to Federally funded LPA projects that do not comply with ADA and Title VI requirements. Local public agencies must also submit compliance documents to INDOT by October 1 of each year. Fully updated Title VI plans must be submitted to INDOT annually. ADA plans must be fully readopted at least every 3 years and updated annually and provided to INDOT. INDOT provides [resources](#) for developing compliant ADA and Title VI documents.

Regionally Significant Projects; Consistency with the MTP

Federal regulations prohibit the IMPO from including regionally significant projects in the TIP if they are not consistent with the current [Metropolitan Transportation Plan \(MTP\)](#). As a result, projects that are regionally significant for air quality (typically new roadway construction, existing roadway widening project or interchange/grade separation projects), must be included in the current 2050 MTP project list, as amended, to be considered for funding. Added capacity projects should begin their application through the “request funding for an added capacity project” call for projects to bring forward the project information from the 2050 MTP. If there are questions about a project’s status in the 2050 MTP, please contact Jen Higginbotham (jen.higginbotham@indympo.gov) and Joti Martin (joti.martin@indympo.gov).

Cost Estimating Resources

A [Planning-Level Project Cost Estimating Spreadsheet Tool](#) is available to assist the LPAs in the development of an initial project cost estimate and/or to check the reasonableness of a more detailed cost estimate. The results of the Spreadsheet Tool are not required as part of LPA project applications for this call for projects; however, the IMPO encourages LPAs to use the tool as a check on detailed cost estimates and to upload the results with the project application in MiTIP.

Score Corrections

Staff will occasionally make corrections to scores that were incorrectly calculated in MiTIP, typically because of errors in submitted applications or misinterpretations of the criteria. Common errors include wrong functional classification and incorrect traffic counts. IMPO staff will contact LPAs about any impactful score changes in advance of recommendations.

Traffic Count Data

The IMPO prefers LPAs use recent actual traffic count data in their applications but may use the IMPO’s [Replica Data](#) if recent traffic data is not available. The IMPO’s license with Replica provides IMPO member agencies access to annual Average Daily Traffic, Turning

Movement Counts, Speeds (Free Flow & Quarter Hourly Profiles), and Annual Hourly Auto Volumes. All traffic count data, regardless of source, must provide documentation uploaded with the application. Please contact IMPO Senior Planner [Jennifer Dunn](#) with questions or requests.

Functional Classification System Process

The functional classification of all applications should reflect the [current map](#) or the classification most recently approved by the IMPO. Applications that do not reflect the correct classification will be corrected, thus resulting in a different score. Contact [Jennifer Dunn](#) with questions about functional classification.

INDOT Coordination

Any project that intersects with or involves an INDOT facility must provide evidence of coordination and a letter of support from INDOT uploaded with the application.

Complete Streets

Local public agencies applying for funding through the IMPO must comply with the IMPO's [Complete Streets Policy](#). The Complete Streets Policy applies to the IMPO's Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TA) projects and requires certain design elements to meet project guidelines.

Red Flag Investigation (RFI)

INDOT now has an RFI template to help LPAs better understand what environmental features may impact a proposed project and thus lead to better scope and cost-estimating development at the application stage. The template can be found on INDOT's Site Assessment & Management [website](#). Contact [Jennifer Dunn](#) with any questions.

HSIP Program Requirements

HSIP applications will continue to be submitted either as a low-cost systematic countermeasure **and/or** as a "hot spot" improvement based on a Road Safety Audit Report plus a cost/benefit analysis of 1.0 or greater.

- [Low-Cost Systematic Countermeasures](#) (LCSC) applications should only request HSIP funding for LCSC-specific projects or elements of projects. Non-LCSC elements will require RoadHAT data and a full Road Safety Audit report.
 - Systemic applications should complete and upload to MiTIP the one-page application for INDOT Safety eligibility review. It is located on INDOT's [website](#).
- For hot spot improvements (using a road safety audit and cost/benefit analysis), the questions are as shown below. This information should be generated in RoadHAT. RoadHAT is available through INDOT's ITAP [website](#). A Road Safety Audit report is required to be uploaded for all non-LCSC safety project applications.

USING ROADHAT VERSION 2.04; WHAT IS THE EXISTING SAFETY CONDITION OF THE PROJECT AREA?

CRASH COST INDEX (ICC)

CRASH FREQUENCY INDEX (ICF)

EXPECTED PROJECT IMPACT ON SAFETY (CRF)

BENEFIT (B/C)

Note: When calculating the expected traffic safety impact and benefit/cost of a proposed HSIP project, the LPA shall ensure that Crash Modification Factors are only applied to the crash types and/or severities indicated in the applicable INDOT or federal guidance. When combining multiple Crash Modification Factors, the LPA shall ensure that the combination of factors does not result in double-counting crash reduction benefits. HSIP applications require a road safety audit to be uploaded to MiTIP.

Other HSIP resources available on the website:

- [Guide to Road Safety Audits](#)
- [Proven Safety Counter Measures](#)
- [Safe Streets and Roads for All: Safety Action Plan and High Injury Network](#)

Bike & Pedestrian Applications

As mentioned, Transportation Alternative (TA) funding through SFY 2031 was programed in the last CFP therefore, funding for bicycle and pedestrian projects is available through the other fund types.

Additional information required for bike and Pedestrian applications is auto populated based on the selected project type. Please upload relevant documentation as necessary, including density information (zoning map, etc.), maintenance plan, transit map, map of connections to other trails, etc.

When submitting bike and pedestrian project applications, maintenance plans are optional but are a significant factor in project selection. Maintenance plans should indicate how the project will be maintained over time (cleaning, snow removal, repairs, etc.). Alternatively, or in addition to this maintenance plan, the LPA may include documentation of a dedicated funding source (outside of the LPA's annual budget) to maintain the project or project type to meet this criterion for project selection.

When submitting bike and pedestrian applications, please indicate in the project description if the project will connect mixed-use or other high-priority destinations for walking or biking. Please also clearly indicate if the project will connect to other trails or bike/ped networks and list any connections and where those connections lead (other municipalities, major destinations, etc.)

If a project is seeking bicycle or pedestrian improvement funding, MiTIP requires information related to the IMPO's [Complete Streets Policy](#).

Part 5 – Development Process

During each Call for Projects, local public agencies (LPAs) submit applications under a specific funding program (STBG, CMAQ, TA, or HSIP). The same application can be submitted for multiple funding categories. The IMPO then reviews all applications and develops a recommended list of projects for funding. This recommendation is based on three main factors:

- The project scores from the IMPO's TIP selection (scoring) criteria
- The resource allocation goals set in the Metropolitan Transportation Plan (MTP)
- Project eligibility under federal transportation program regulations and availability of each funding program

Scoring Process

Each project is automatically scored via MiTIP based on criteria specific to the funding source, based on the IMPO's [project selection \(scoring\) criteria](#). For example, CMAQ projects are scored primarily on air quality benefits while HSIP projects are scored based on safety improvements. After scoring, projects are ranked within their respective funding categories.

Past Scoring and Awards

Below are average and low scores from the **five** previous calls for projects. These scores are provided as a guide in helping LPAs determine which project applications score well relative to past scores.

- HSIP (all projects) – average funded 59 / lowest funded 49
- CMAQ (all projects-ranking) – max points 55 / average funded 48 / lowest funded average 41
- TA (all projects) – average funded 85 / lowest funded 62
- STBG (by project type)
 - Bridge – average funded 62 / lowest funded 38
 - Expansion - average funded 69 / lowest funded 56
 - Road and Road Geometry - average funded 69 /lowest funded 63
 - Intersections - average funded 74 / lowest funded 51

Allocation Goals & Connection to the Metropolitan Transportation Plan (MTP)

The projects in the TIP must also be consistent with the region's twenty-year vision for transportation, known as the Metropolitan Transportation Plan (2050 MTP). While the MTP sets long-term plans and goals, the TIP is meant to bring the MTP to life in the short term. Projects that may significantly impact air quality (such as road expansions) may not be funded in the TIP if they are not already approved in the MTP. Local public agencies applying for road expansion projects should ensure those projects are in the approved 2050 MTP.

The 2050 MTP sets specific resource allocation goals that guide how funding should be distributed across project types. These allocation goals focus on specific types of projects that the IMPO Policy Committee expects will help the region achieve its goals and objectives for the transportation system. The allocation goals serve as a clear signal of the IMPO's funding priorities, guiding LPAs to propose projects with a higher probability of selection. For engineers, project conceptualization should therefore begin with a thorough check against the current MTP and its allocation goals. Proposing projects that align with these goals significantly enhances the likelihood of funding.

Project Type	Goal	Explanation
Intersection Improvements	26%	This category includes any intersection project including roundabouts, signalization improvements, intersection sightline improvements, intersection turning lane improvements, intersection safety improvements, and other intersection-focused projects.
Roadway Expansion	22%	This category includes projects to increase road capacity, such as adding lanes to existing roads or building entirely new roads.
Bridge Preservation	20%	This category includes projects such as bridge rehabilitation to keep bridges in a state of good repair or full bridge replacements.
Transit	12%	This category includes projects such as transit stops, signal improvements for transit, and transit vehicles such as bus purchases. The transit category also includes transit programming, such as carpool programs.
Road + Road Geometry	10%	This category includes a wide variety of significant road projects including road reconstructions, road rehabilitations, streetscape projects, resurfacings, lane reduction road diets, geometric changes (medians, curb extensions, etc.), segment-wide safety projects, traffic calming, and similar roadwork projects. This category does <u>not</u> include simple road maintenance such as filling potholes or road striping.
Bicycle & Pedestrian	10%	This category includes projects dedicated to people walking, rolling, or biking, including trails, trail bridges, safe routes to school, pedestrian safety projects like sidewalk or sidewalk crossing improvements, and similar projects.

Recommendation Development and Approval

The IMPO reviews each application by fund type to develop a recommended list of projects for funding that aligns with the MTP allocation goals. Any score changes made by staff will be communicated to the LPA for their concurrence.

Once the recommended list is finalized, it is distributed to the transportation committees for their review. After this review, the recommended project list is opened for public review and comment, adjusted if necessary, and then formally adopted as a TIP amendment by the Transportation Policy Committee. The goal of this project selection process is to fund high-quality, impactful projects that advance both local needs and the region's broader transportation goals.

Part 6 - Explanation Of Project Submittal Process in MiTIP

Application Landing Page

The TIP Project Form in MiTIP can be accessed at <https://mitip.indympo.gov/>

Login/Create Account

- 1 If this is your first time using MiTIP, click the link “CLICK HERE” in the bottom right corner. You will be prompted to register as a user and create a username and password.
- 2 Otherwise, log in with your username and password.



Enter Call for Projects

Click on the “SUBMIT IN CFP” link then select whether you are going to:

- 1 Create a new application for a road widening or new road
- 2 Create a new project application
- 3 Resubmit an application from a previous call



If you plan to resubmit an application from a previous call in MiTIP, select the project you plan to resubmit from the project list by clicking on the temporary TIP ID. This will open the project application page. **Update the project information, including the cost estimate as necessary, and resubmit to the IMPO.**

1	TIP ID	TIP	LEAD	TITLE	PROJECT TYPE	TRANSIT SYSTEM	TOTAL COST	FED FUNDS	PROJECT MANAGER	LETTING DATE	MAP	DOC
	IMPO1702015	[RESUBMIT]	16-99	Avon	White Lick Creek Trail Phase 5-FUTURE PROJECT	Pedestrian Enhancement	N/A	\$739,370	FEDERAL - TAP	Ryan Cannon		
	IMPO1500742	[RESUBMIT]	16-99	Avon	CR 150 S and Dan Jones Rd Roundabout-FUTURE PROJECT	Intersection or Intersection Groups	Local	\$2,898,550	FEDERAL - CMAQ	Ryan Cannon		

If you are creating a new project application, the TIP Project Form consists of three sections and a mapping requirement. Below are instructions for completing the form, mapping the project location, and uploading required supporting documents in MiTIP.

Section 1: Project Information

The screenshot shows the 'Project Information' section of the MiTIP form. It includes a header with 'Project Information' and a 'Show/Hide CFP Forms' link. The form is divided into several sections, each with a numbered callout (1-10) indicating where specific instructions apply. Section 1 is 'WHAT SUBSECTION OF FEDERAL EXCHANGE PROGRAM FUNDS ARE YOU APPLYING FOR THIS PROJECT (CHECK ALL THAT APPLY?)' with checkboxes for CMAQ, HSIP, PLANNING, STBG, and TAP. Section 2 is 'DES NUM' with a text box. Section 3 is 'PROJECT TITLE' and 'PROJECT DESCRIPTION'. Section 4 is 'WORK TYPE' and 'WORK CATEGORY'. Section 5 is 'CAP INC'. Section 6 is 'FUNCTIONAL CLASSIFICATION'. Section 7 is 'AQ EXEMPT' and 'BIKE/PED COMPONENT(S)'. Section 8 is 'LEAD AGENCY', 'COUNTY', 'INDOT DISTRICT', and 'URBAN AREA'. Section 9 is 'DOES YOUR PROJECT COMPLY WITH THE COMPLETE STREETS POLICY?'. Section 10 is 'SYSTEM', '2ND DES #', 'LOCATION TYPE', 'ROAD NAME', and 'NEAREST CROSS STREET'. There is also a 'Map' button and an 'ADD NEW LOCATION' link.

- 1 Please select the subsection of Federal Funds you are applying for (STBG, -CMAQ, -HSIP). Please check all funding sources that apply. Specific information will be required depending on the funding sources you are applying for. Adding lines of funding will generate these funding source specific questions. These parts of the application are covered in Section 2.
- 2 A temporary DES number is automatically generated for the project and is shown in the box. If the project is selected for funding, INDOT will assign a des number for the project.
- 3 Provide a project title and a project description. The title is typically the location of the project and the type of project. The description is required to include the type of project, location, and a scope of work including project length, design, right-of-way, utilities and other details necessary for the general public to understand the project. Additional project details can be uploaded with the application through the documents tab.
- 4 For work type, select the type that best suits your project. This answer will generate the selection criteria for “STBG” projects.
- 5 Under CAPACITY INC, select “yes” if your project type is “Existing Roadway Widening” or “New Construction.” All other project types should select “no”. NOTE: If your answer is “yes”, your project should be in the 2050 MTP and you should have utilized the “Request funding for an added capacity project” link to connect your application with the existing 2050 MTP project record. If adding capacity, your project is NON-EXEMPT. If not adding capacity, your project is EXEMPT.
- 6 FUNCTIONAL CLASSIFICATION – please reference the map on the IMPO’s website
- 7 For BIKE PED COMPONENTS, if sidewalks, bike lanes, or other associated components are included in your project, select “yes.” If bike or pedestrian components are included in your project, please indicate an approximate percentage of the project funds that will go towards these aspects in your project.
- 8 Identify whether the project is in the Urbanized Area. A link to the UAB boundary map is provided in MiTIP for your reference and is also available on the IMPO’s website. Depending on the project funding requested, if the project is within the UAB, the IMPO’s

Complete Streets Policy may apply and additional prompts will appear.

- 9 Indicate either the project's compliance with the IMPO's [Complete Streets Policy](#) or request for an exception including supporting rationale.
- 10 Finally, provide the specific project location by first selecting the SYSTEM ("local" = local roads or "transit.") The option "highway" is for INDOT projects only. Select the LOCATION TYPE, from options such as "bridge," "intersection," "street segment," etc. The following location questions will change based on the location type selected, for example, if you select bridge, MiTIP will ask for the bridge number and local street name, but if you select street segment, MiTIP will ask for the local street name and the to and from cross streets.

*Please note the instructions in green text, stating that the "Map link will appear after you click save." This is where you are required to map your project; however, before accessing the map, data must be saved so it is not lost during the mapping process. After saving, by clicking the "Save for Later" button at the bottom of the page, a "MAP" link will appear at the far right of the shaded box where you provided the location information.

To map your project, click on the "MAP" link and a new window will open. Click on the Google map to begin mapping your project. To map a street segment, select the segment(s) that are included in the project. If the project is an intersection, please click the square. Do your best to map the location of your project and remember that additional maps with more detail can be uploaded and saved with your project for the IMPO to review. This mapping feature will allow the public to search for projects, in the future, by viewing a map and selecting the area and/or project in which they are interested.

Section 2: Programming Information

Proposed Funding Information (\$0)

	2ND DES #	SFY (LEAD/PAUSE)	FUND TYPE - FUND HELP	PE	RW	CN	CE	TOTAL
1		2						\$0
								\$0
GRAND TOTAL				\$0	\$0	\$0	\$0	\$0

- 1 This section requires scheduling and funding information for **all** phases of the project being submitted, including locally funded PE and ROW.
- 2 In the funding table, enter the STATE FISCAL YR (July 2029 – June 2030 is SFY 2030) for each phase of the project then select the FUND TYPE associated with each phase from the drop-down menu. If a project phase is funded with various funding types (Federal, State, and Local funds for example) use one line for each funding type and enter the total funds for each type under the appropriate column (PE/PL, ROW, CN or CE). The funding for the CN phase will take two lines. The first line must show an amount of at least 20% (or 10% if HSIP) of the total cost as local funds with MPO funds shown in the second line, demonstrating the MPO funds. requested and the local match commitment. Subtotals and totals will be automatically calculated within the form. Adding a funding source (i.e. HSIP) will generate the project-specific questions for that funding source (i.e. crash rate information).

Section 3: Adoption Reason

In this section, additional project information is gathered to help the IMPO better understand the background and intent of the project. Please check the boxes and provide information for all questions that are applicable to your project.

Please be sure to complete the TIP Project Form in its entirety (unless a question is not applicable) as incomplete forms will NOT be accepted by the IMPO for funding consideration. If you have left any required information blank, an error message will direct you to the missing information. If you receive this error, please enter the missing information and resubmit, or contact the IMPO with any questions.

Upload the required documents, listed in the Application Requirements section of this packet as well as any additional maps, drawings, or documents that support the project. To submit the final project package, click on “SUBMIT FOR REVIEW” at the bottom of the form. The form can be saved at any time by clicking “SAVE.” Once saved, the form can be accessed from the link, “IN PROGRESS” on the main menu.

Part 7 – Appendices

Appendix A: Eligible Local Public Agencies (LPAs) Within IMPO's Planning Area

The MPO plans and allocates funding within the [Metropolitan Planning Area](#) (MPA), which includes Central Indiana's Urbanized Area Boundary (areas that are already largely developed) as well as nearby areas expected to urbanize within the next 20 years. The following communities are eligible to compete for IMPO funds as they are located within the MPA and have paid local match dues. Projects must be located on or within the MPA.

Local Public Agencies (LPAs)	
Town of Avon	Town of McCordsville
Town of Bargersville	Town of Mooresville
City of Beech Grove	Morgan County
Boone County	Town of New Palestine
Town of Brownsburg	City of Noblesville
City of Carmel	Town of Pittsboro
Town of Cicero	Town of Plainfield
Town of Cumberland	Shelby County
Town of Danville	City of Southport
City of Fishers	Town of Speedway
City of Franklin	City of Westfield
City of Greenfield	Town of Whiteland
City of Greenwood	Town of New Whiteland
Hamilton County	Town of Whitestown
Hancock County	Town of Zionsville
Hendricks County	IndyGo
City of Indianapolis	CIRTA
Johnson County	Indianapolis Airport Authority (IAA)
City of Lawrence	INDOT
City of Lebanon	Ports of Indiana

Appendix B: Contact Information

Information	Contact Name	Phone	E-Mail
TIP General Info Complete Streets Federal Funds Exchange	Kristyn Sanchez Laura Drascic	(317) 327-5137 (317) 327-5108	kristyn.sanchez@indympo.gov laura.drascic@indympo.gov
Traffic Counts Red Flag Investigations Functional Classification CMAQ analysis	Jennifer Dunn	(317) 327-5495	jennifer.dunn@indympo.gov
Metropolitan Transportation Plan Congestion Management Process	Jen Higginbotham Joti Martin	(317) 327-7587 (317) 327-5431	jen.higginbotham@indympo.gov joti.martin@indympo.gov

Appendix C: Definition of Regionally Significant Projects

Regionally Significant means a transportation project (other than an exempt project) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Projects that fit within the following criteria are definitively of regional significance and thus require a conformity finding:

- Interstates, expressway, and toll road capacity expansions (through new segments, added through lanes, new interchanges, continuous auxiliary lanes more than ¼ mile, and some modifications of existing interchanges subject to AQ consultation)
- Principal arterial expansions (through new segments, added through lanes, new interchanges, continuous auxiliary lanes more than 1 mile, and some modifications of existing interchanges subject to AQ consultation)
- Minor arterial expansions (through new segments greater than 1 mile and certain segments between ¾ mile and 1 mile, added through lanes greater than 1 mile and certain segments between ¾ mile and 1 mile subject to AQ consultation, and continuous auxiliary lanes greater than 1 mile)
- Rail and fixed guide-way transit expansions (through new routes or service, route expansions over 1 mile with stations, added track or guide-way capacity over 1

- mile, and some new intermediate stations subject to AQ consultation.)
- Bus and demand response transit expansions (some new fixed routes subject to AQ consultation)
- New Signal Installations (at locations that did not have prior signals)

These criteria are in keeping with the Indianapolis MPO Travel Demand Model network, which consists of those facilities classified minor arterial and above in accordance with the FHWA Highway Functional Classification System.

Not Regionally Significant

Projects that are not of regional significance and thus do not require a conformity finding include:

- Interstate, expressways, and toll road auxiliary lanes less than ¼ mile
- Separation of existing railroad grade crossings on principal arterials
- Minor arterial new segments less than ¾ mile, added through lanes less than ¾ mile, continuous auxiliary lanes less than 1 mile, or the separation of existing railroad grade crossings
- Added service to existing services or new demand response services for demand response transit

Appendix D: Indianapolis MPO Disclaimer, Title VI, & Language Access

With regard to any claim, protest, dispute, cause of action or litigation arising from or related to the Applicant's performance in connection with or incidental to a Project or Agreement resulting from this call for projects, Applicant agrees to defend, indemnify, protect, and hold the Indianapolis Metropolitan Planning Organization and its agents, officers, Board members, and employees harmless from and against any and all claims, including, but not limited to prevailing wage claims against the Project, asserted or established liability for loss, damages or injuries to any person or property, including injury to the Applicant's or its sub-applicants employees, agents, contractors, sub-contractors or officers, which arise from or are connected with or are caused or claimed to be caused by the negligent, reckless, or willful acts or omissions of the Applicant and its sub-applicants and their agents, officers, contractors, subcontractors, or employees, in performing the work or services herein, and all expenses of investigating and defending against same, including attorney fees and costs; provided, however, that the Applicant's duty to indemnify and hold harmless shall not include any claims or liability arising from the established sole negligence or willful misconduct of Indianapolis Metropolitan Planning Organization, its Board of Directors, agents, officers, or employees.

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](#).

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.

Information from this document may also be provided in other formats and languages for viewing online or in-person at our offices. For more information contact staff at info@indympo.gov or 317-327-5108 or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204.

If information is needed in another language, call 317-327-5136 or email info@indympo.gov. Si se necesita información en otro idioma, comuníquese con 317-327-5136 o info@indympo.gov.

Appendix E: Process Chart

