Technical Committee

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Date: October 7, 2026
9:00 am – 11:00 am

Hornet Park Community Center
5245 Hornet Avenue, Beech Grove, IN 46107

MEETING AGENDA

1. Welcome & Introductions	Anna Gremling, IMPO	5 min.

ITEMS FOR RECOMMENDATION

2. Minutes from August 5, 2026, Technical Committee Meeting	Anna Gremling, IMPO	1 min.
3. 2026-2029 Transportation Improvement Program Amendments	Laura Drascic, IMPO	5 min.
a.) Memo		
b.) Resolution 2026-IMPO-014		
c.) Amendment		
4. IMPO Strategic Plan	Anna Gremling, IMPO	7 min.
a.) Memo		
b.) Strategic Plan		
c.) Resolution 2026-IMPO-015		

STATUS UPDATES

5. Transportation Improvement Program Scoring Update	Jason Biernat, High Street	15 min.
6. Central Indiana Household Travel Patterns	Jim Lam, Caliper	10 min.
7. IMPO Certification		
a.) Memo	Anna Gremling, IMPO	5 min.

OTHER BUSINESS

8. Reauthorization	Anna Gremling, IMPO	5 min.
9. Adjournment	Anna Gremling, IMPO	1 min.

Pertinent materials are attached.
For additional information, please see indympo.gov
For accommodation needs for persons with disabilities, please call 327-5136.

Indianapolis Metropolitan Planning Organization Membership List

Updated: September 1, 2026

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

Proxy				
Hancock County	Gary Pool	1/1/2026	12/31/2026	County Commissioners
Proxy	*Ann Sheidler*			
Proxy				
Hendricks County	John Ayers	1/1/2026	12/31/2026	County Commissioners
Proxy	Kim Galloway			
Proxy				
City of Indianapolis	Mark St. John	1/1/2026	12/31/2026	Mayor Joe Hogsett
Proxy				
Proxy				
Johnson County	Daniel Johnston	1/1/2026	12/31/2026	County Commissioners
Proxy	*Luke Mastin*			
Proxy				
City of Lawerence	Renea Rafala	1/1/2026	12/31/2026	Mayor Deb Whitfield
Proxy				
Proxy				
Town of McCordsville	Ryan Crum	1/1/2026	12/31/2026	Town Council
Proxy	*Mark Witsman*			
Proxy	*Timm Gropp*			
Morgan County	Eddie Fisher	1/1/2026	12/31/2026	County Commissioners
Proxy	*Charles Wilson*			
Proxy				
Town of New Palenstine	Stephen Pool	1/1/2026	12/31/2026	Town Council
Proxy				
Proxy				
Town of New Whiteland	Duane McCauslin	1/1/2026	12/31/2026	Town Council
Proxy				
Proxy				
City of Noblesville	Alison Krupski	1/1/2026	12/31/2026	Mayor Chris Jenson
Proxy	*Jim Hellmann*			
Proxy	*Sarah Reed*			
Town of Pittsboro	Jason Love	1/1/2026	12/31/2026	Town Council
Proxy				
Proxy				
Town of Plainfield	Kevin Whaley	1/1/2026	12/31/2026	Town Council
Proxy	*Scott Singleton*			
Proxy				
Shelby County	Desiree Calderella	1/1/2026	12/31/2026	County Commissioners
Proxy				
Proxy				
City of Southport	Diana Bossingham	1/1/2026	12/31/2026	Mayor Jim Cooney
Proxy				
Proxy				
Town of Speedway	Robert Wetnight	1/1/2026	12/31/2026	Town Council

Proxy	*Jared Sutton*			
Proxy				
City of Westfield	Michael Pearce	1/1/2026	12/31/2026	Mayor Scott Willis
Proxy	*Chad Mills*			
Proxy	*Joe Rengel*			
Town of Whiteland	Billy Patrick	1/1/2026	12/31/2026	Town Council
Proxy				
Proxy				
Town of Whitestown	Sri Venugopalan	1/1/2026	12/31/2026	Town Council
Proxy	Todd Barker			
Proxy				
City of Zionsville	George Lewis	1/1/2026	12/31/2026	Mayor John Stehr
Proxy	*Alec Fair*			
Proxy	*Brad Meriwether*			
Anderson MPO	Jerry Bridges	1/1/2026	12/31/2026	N/A
IndyGo	Annette Darrow	1/1/2026	12/31/2026	Board of Directors
Proxy	Ryan Wilhite	1/1/2026	12/31/2026	Board of Directors
Proxy	Matthew Duffy	1/1/2026	12/31/2026	Board of Directors
CIRTA	Jennifer Gebhard	1/1/2026	12/31/2026	Board of Directors
CIRTA	Amanda Meyer	1/1/2026	12/31/2026	Board of Directors
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	Valerie Cockrum	1/1/2026	12/31/2026	N/A
INDOT	*Amy Groff*	1/1/2026	12/31/2026	N/A
INDOT	*Robert Gill*	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

Indianapolis Metropolitan Planning Organization
Transportation Technical Committee Meeting
Minutes August 5, 2026
9:00 a.m.
Hornet Park Community Center
5245 Hornet Ave, Beech Grove, IN 46107

Committee Members

X = Present (blank) = Absent

X	Town of Avon	Steve Moore
	Town of Bargersville	Bryan Clark
X	City of Beech Grove	Timothy Cochran
X	Boone County	Michael Goralski
	Town of Brownsburg	Shawn Pabst
X	City of Carmel	Neil VanTrees
	Town of Cicero	Terry Cooper
	Town of Cumberland	Nicole Mueller
	Town of Danville	David Newell
X	City of Fishers	Hatem Mekky
X	City of Franklin	Matthew McElroy
X	City of Greenfield	Glen Morrow
X	City of Greenwood	Paul Peoni
X	Hamilton County	Brad Davis
X	Hancock County	Gary Pool
	Hendricks County	John Ayers
X	City of Indianapolis	Mark St. John
	Johnson County	Daniel Johnston
X	City of Lawrence	Renea Rafala
	City of Lebanon	Matt Gentry
	Town of McCordsville	Ryan Crum

	Town of Mooresville	Mark Mathis
	Morgan County	Kyle Swalls
	Town of New Palestine	Stephen Pool
	Town of New Whiteland	Duane McCaulsin
X	City of Noblesville	Alison Krupki
	Town of Pittsboro	Jason Love
X	Town of Plainfield	Scott Singleton
	Shelby County	Desiree Caldarella
	City of Southport	Diana Bossingham
X	Town of Speedway	Robert Wetnight
X	City of Westfield	Michael Pearce
	Town of Whiteland	Billy Patrick
	Town of Whitestown	Sri Venugopalan
X	Town of Zionsville	George Lewis
X	IndyGo	Ryan Wilhite
X	CIRTA	Amanda Meyer
	INDOT	Valerie Cockrum
	IAA	Drew Genneken
	Ports of Indiana	Jody Peacock
	FHWA	Erica Tate
	FTA	Susan Weber

Others Present

Anna Gremling – Indianapolis MPO	Sean Northup – Indianapolis MPO
Laura Drascic – Indianapolis MPO	Jen Higginbotham - Indianapolis MPO
Jennifer Krull – Indianapolis MPO	Kristyn Sanchez – Indianapolis MPO
Joti Martin – Indianapolis MPO	Annie Dixon – Indianapolis MPO
Andrea Miller – Indianapolis MPO	Brian Holcombe – Lochmueller Group
Nicole Black - GAI	Julia Surber – VS Engineering
Kate Zale - EMCS	Josh Hogan – City of Greenfield

1. WELCOME

Anna Gremling called the meeting to order at 9:04 a.m. and asked attendees to introduce themselves.

ITEMS FOR RECOMMENDATION

2. APPROVAL OF MINUTES FROM APRIL 1, 2026, TECH MEETING

Anna Gremling asked if there were any changes to the proposed minutes and heard none.

Member	Result	Member	Result
Town of Avon	Approve	City of Indianapolis	Approve
City of Beech Grove	Approve	City of Lawrence	Approve
Boone County	Approve	City of Noblesville	Approve
City of Carmel	Approve	Town of Plainfield	Approve
City of Fishers	Approve	Town of Speedway	Approve
City of Franklin	Approve	City of Westfield	Approve
City of Greenfield	Approve	Town of Zionsville	Approve
City of Greenwood	Approve	IndyGo	Approve
Hamilton County	Approve	CIRTA	Approve
Hancock County	Approve		

Renea Rafala moved to approve the April 1st Technical Committee meeting minutes.
Ryan Wilhite second the motion. A voice vote was conducted.
The April 1st Transportation Technical Committee Minutes were approved.
MOTION PASSES.

3. APPROVAL OF MINUTES FROM JOINT MEETING ON JUNE 17, 2026

Anna Gremling asked if there were any changes to the proposed minutes and heard none.

Member	Result	Member	Result
Town of Avon	Approve	City of Indianapolis	Approve
City of Beech Grove	Approve	City of Lawrence	Approve
Boone County	Approve	City of Noblesville	Approve
City of Carmel	Approve	Town of Plainfield	Approve
City of Fishers	Approve	Town of Speedway	Approve
City of Franklin	Approve	City of Westfield	Approve
City of Greenfield	Approve	Town of Zionsville	Approve
City of Greenwood	Approve	IndyGo	Approve
Hamilton County	Approve	CIRTA	Approve
Hancock County	Approve		

Renea Rafala moved to approve the June 17 Transportation Joint Committee meeting minutes.
Ryan Wilhite seconded the motion. A voice vote was conducted.
The Transportation Joint Committee Minutes were approved.
MOTION PASSES.

4. CIRCLE 2050 METROPOLITAN TRANSPORTATION PLAN – AMENDMENT 4

Joti Martin discussed making an amendment to the Circle 2050 (MTP). This amendment will include changes to the projects within the overall list. The document public review period is from August 8-17, 2026. The final draft of the full document will be available for public hearing at the Transportation Policy Committee. It will be available for review and consideration for approval at the August 19 meeting. Comments received will be shared with the Committees. This amendment meets all requirements for transportation conformity. The projects are in Johnson County, Hendricks County, Hancock County, Avon, Greenwood and Morgan County.

Member	Result
Town of Avon	Approve
City of Beech Grove	Approve
Boone County	Approve
City of Carmel	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
Hamilton County	Approve
Hancock County	Approve

Member	Result
City of Indianapolis	Approve
City of Lawrence	Approve
City of Noblesville	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
City of Westfield	Approve
Town of Zionsville	Approve
IndyGo	Approve
CIRTA	Approve

Michael Goralski moved to recommend the 2050 MTP Amendments.
Steve Moore seconded the motion. A voice vote was conducted.
Resolution 2026-IMPO-010 was recommended for approval.
MOTION PASSES.

5. 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Laura Drascic presented the 2026-2029 Transportation Improvement Program Amendments. The IMPO received 9 INDOT exempt amendment requests, 1 local exempt amendment request, and 6 INDOT non-exempt amendment requests. The amendments will be offered for public review and comment from August 8th, 2026, through August 17th, 2026. Comments will also be welcomed in person during August 19th, 2026, public hearing at the Transportation Policy Committee meeting or at two virtual pre-hearings. 17 administrative modifications have been processed since the June meeting. The administrative modifications are available for review on the IMPO's website or via other formats by request. Q4 2026 TIP amendment requests are due September 24th via MiTIP by 5:00pm EST. The Annual Call for Projects opens on August 31st, 2026, via MiTIP. Applications are due to the IMPO on October 2nd, 2026.

Member	Result	Member	Result
Town of Avon	Approve	City of Indianapolis	Approve
City of Beech Grove	Approve	City of Lawrence	Approve
Boone County	Approve	City of Noblesville	Approve
City of Carmel	Approve	Town of Plainfield	Approve
City of Fishers	Approve	Town of Speedway	Approve
City of Franklin	Approve	City of Westfield	Approve
City of Greenfield	Approve	Town of Zionsville	Approve
City of Greenwood	Approve	IndyGo	Approve
Hamilton County	Approve	CIRTA	Approve
Hancock County	Approve		

Mark St. John moved to recommend approval of 2026-2029 TIP Amendments (EXEMPT).
Ryan Wilhite seconded the motion. A voice vote was conducted.
Resolution 2026-IMPO-011 was recommended for approval.
MOTION PASSES.

Member	Result	Member	Result
Town of Avon	Approve	City of Indianapolis	Approve
City of Beech Grove	Approve	City of Lawrence	Approve
Boone County	Approve	City of Noblesville	Approve
City of Carmel	Approve	Town of Plainfield	Approve
City of Fishers	Approve	Town of Speedway	Approve
City of Franklin	Approve	City of Westfield	Approve
City of Greenfield	Approve	Town of Zionsville	Approve
City of Greenwood	Approve	IndyGo	Approve
Hamilton County	Approve	CIRTA	Approve
Hancock County	Approve		

Scott Singleton moved to recommend approval of 2026-2029 TIP Amendments (NON-EXEMPT).
Mark St. John seconded the motion. A voice vote was conducted.
Resolution 2026-IMPO-011 was recommended for approval.
MOTION PASSES.

6. SAFETY ACTION PLAN

Andrea Miller provided an update on the Safety Action Plan. Regular updates to the Safety Action Plan have been planned to provide up-to-date information and resources for our members. Activities and data for this update include, update of the measurement methodology used for the Vision Zero Resolution specifically changing the baseline year to 2023 and use of a 5-year rolling average in measuring crashes, with support from the Safety Steering Committee. A full update of the Safety Action Plan, including the safety analysis and identification of the High Injury Network (HIN). Additional identification of "Community Safety Zones" for communities without their own Safety Action Plans. Update of the project selection criteria and project list which identifies projects for safety improvements. Inclusion of a new Vulnerable Road User Assessment and data purchases, including a safety tool derived from mobile data, and transportation geometry data (sidewalks, crosswalks, bike lanes and bike paths).

Member	Result	Member	Result
Town of Avon	Approve	City of Indianapolis	Approve
City of Beech Grove	Approve	City of Lawrence	Approve
Boone County	Approve	City of Noblesville	Approve
City of Carmel	Approve	Town of Plainfield	Approve
City of Fishers	Approve	Town of Speedway	Approve
City of Franklin	Approve	City of Westfield	Approve
City of Greenfield	Approve	Town of Zionsville	Approve
City of Greenwood	Approve	IndyGo	Approve
Hamilton County	Approve	CIRTA	Approve
Hancock County	Approve		

Michael Goralski moved to recommend approval of the Safety Action Plan updates
Renea Rafala seconded the motion. A voice vote was conducted.
The resolution 2026-IMPO-012 was recommended.
MOTION PASSES.

Status Updates

7. **Andrea Miller** discussed Maximizing the Value of Land Study. In 2024 the IMPO's Central Indiana Housing Study (CIHS) found that housing prices were outpacing wage growth in the region, and new housing production is needed at most cost levels—particularly for middle to lower income households. The study analyzes ten ownership and rental housing development types ranging from estate homes on one-acre lots to mid-rise apartments with structured parking. It evaluates their fiscal implications for three test-case municipalities (Noblesville, Greenwood, and McCordsville) and one school district (Noblesville Schools). Key findings from the study were presented.

OTHER BUSINESS

8. Other Items of Business

IMPO FHWA/FTA CERTIFICATION – Anna Gremling noted the findings from the certification have not been received yet and will be shared once received.

STRATEGIC PLAN – Anna Gremling commented work done on this has included survey's, stakeholder interviews, meetings and a site visit. There is still more work to be done, and a steering committee will be put in place, so if there were any interested parties at the meeting today, or they know of someone who would benefit from participation, they will be taken into consideration by the committee.

ADJOURNMENT

Anna Gremling asked for a motion to adjourn the meeting at 9:46 am.

Renea Rafala moved to adjourn the August 5, 2026, Transportation Technical Committee meeting.
Brad Davis seconded the motion. A voice vote was conducted.
The August 5, 2026, Transportation Technical Committee meeting was adjourned
MOTION PASSES.

Memo

To: Indianapolis MPO Techincal Committee Members

From: Laura Drascic , IMPO

Date: September 30th 2026

Re: Proposed 4th Qtr. Amendments to the 2026-2029 Transportation Improvement Program

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

Proposed Q4 Amendments

The IMPO received 17 INDOT exempt amendment requests and 3 local exempt amendment requests. A detailed list of all amendment requests can be found attached as Exhibit A.

One local amendment affects the IMPO's annual allocation. As part of the IMPO's FFE process, FFE projects are eligible to submit one amendment request for up to 10% of the original project award. The City of Greenwood has requested a 10% amendment to their Smith Valley Segment 1 project (2421FFE) specifically increasing costs for pavement pay items and lighting revisions. The new cost estimate reflects a net increase of $666,100 revising the total project cost to $5,681,977. A detailed memo with the revised cost estimate for the project can be found attached as Exhibit B.

The amendments will be offered for public review and comment from October 10th, 2026 through October 19th, 2026. Comments will also be welcomed in person during the October 21st, 2026 public hearing at the Transportation Policy Committee meeting or at two virtual pre-hearings. More information about the virtual pre-hearings is available at indympo.gov/about/public-involvement.

Administrative Modifications/Amendments

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

Deadlines

Q4S 2026 TIP amendment requests are due November 19th via MiTIP by 5:00pm EST.

The Annual Call for Projects applications are due to the IMPO on October 2nd, 2026. More information about the Call for Projects can be found on the IMPO website.

Please contact laura.drascic@indympo.gov with any questions.

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

Resolution Number 26-IMPO-014

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 exempt 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 exempt 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 exempt amendments to the 2026-2029 Transportation Improvement Program.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 21st day of October 2026.

_____

Chair
Indianapolis MPO Transportation Policy Committee

_____

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

QUARTER Q4, 2026 INDOT 26-08.2

ITEM 3

	LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	STATE TOTAL	STATE %	JUSTIFICATION	ACTION PROPOSED
PRIOR	INDOT	2301244	N/A	US 40	US 40, FROM 4.74 miles W of I-465 (W Jct) TO 5.93 miles W of I-465 (W Jct), Other Intersection Improvement	Other Intersection Improvement	Exempt	$11,555,700		-	-	-	$-	$-	-	-	-		
PROPOSED		2301244						$14,760,778	$3,205,078	PE/PL	SFY 2027	STPSM	$3,055,078	$2,444,062	80%	$611,016	20%	added FY27 PE MW	
PRIOR										-	-	-	$-	$-	-	-	-		
PROPOSED										PE/PL	SFY 2028	STPSM	$150,000	$120,000	80%	$30,000	20%		
PRIOR										CN	SFY 2029	STPSM	$10,366,000	$8,292,800	80%	$2,073,200	20%		
PROPOSED										CN	SFY 2031	STPSM	$10,366,000	$8,292,800	80%	$2,073,200	20%		
PRIOR	INDOT	2301245	N/A	US 40	US 40 Other Intersection Improvement from 5.93 miles W of I-465 (W Jct) TO 7.30 miles W of I-465 (W Jct)	Other Intersection Improvement	Exempt	$22,789,900		-	-	-	$-	$-	-	-	-		
PROPOSED		2301245						$29,359,900	$6,570,000	PE/PL	SFY 2027	STPSM	$3,300,000	$2,640,000	80%	$660,000	20%	added PE funds MW	
PRIOR										CN	SFY 2030	STPSM	$15,830,000	$12,664,000	80%	$3,166,000	20%		
PROPOSED										CN	SFY 2033	STPSM	$19,100,000	$15,280,000	80%	$3,820,000	20%		
PRIOR	INDOT	2300701	N/A	US 40	US 40, Other Intersection Improvement, from 3.62 mi W of I-465 to 4.74 mi W of I-465,	Other Intersection Improvement	Exempt	$28,574,148		PE/PL	SFY 2027	HSIP-ST	$2,580,000	$2,064,000	80%	$516,000	20%		
PROPOSED		2300701						$30,194,148	$1,620,000	PE/PL	SFY 2027	HSIP-ST	$4,200,000	$3,360,000	80%	$840,000	20%	increase FY27 PE MW	
PRIOR	INDOT	2100584	N/A	SR 32	Bridge Rehabilitation on SR32	Bridge Painting	Exempt	$2,730,000		-	-	-	$-	$-	-	-	-		
PROPOSED		2100584						$2,838,570	$108,570	PE/PL	SFY 2028	STPSM	$108,570	$86,856	80%	$21,714	20%	added FY28 PE & updated PM & PFM	
PRIOR	INDOT	2500955	N/A		Seymour Systemic Safety Projects	Other Type Project (Miscellaneous)	Exempt	$4,000,000		CN	SFY 2030	HSIP-ST	$4,000,000	$3,200,000	80%	$800,000	20%		
PROPOSED		2500955								CN	SFY 2030	HSIP-ST	$-	$-	0%	$-	0%	Project is being eliminated, placeholder	REMOVE FROM TIP
PRIOR	INDOT	2500956	N/A		Seymour District RPM project, various locations	Other Type Project (Miscellaneous)	Exempt	$1,000,000		CN	SFY 2030	HSIP-ST	$1,000,000	$800,000	80%	$200,000	20%		
PROPOSED		2500956								CN	SFY 2030	HSIP-ST	$-	$-	0%	$-	0%	Project has been eliminated, placeholder	REMOVE FROM TIP
PRIOR	INDOT	2500957	N/A		Seymour Signal Modification 2030	Other Type Project (Miscellaneous)	Exempt	$3,615,000		CN	SFY 2030	HSIP-ST	$3,615,000	$2,892,000	80%	$723,000	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
PROPOSED		2500957								CN	SFY 2030	HSIP-ST	$-	$-	0%	$-	0%	Project eliminated, placeholder	REMOVE FROM TIP
PRIOR	INDOT	2500840	N/A	I- 74	Access Control Project (Right of Way) Mobility Access Control	Access Control	Exempt	$4,960,400		-	-	-	$-	$-	-	-	-		
PROPOSED		2500840						$5,146,340	$185,940	PE/PL	SFY 2028	NHPP	$185,940	$185,940	100%	$-	0%	Added PE to SFY 28 for $185,940	
PRIOR	INDOT	2500869	2500758	SR 67	Small Structures & Drains Construction	Small Structures & Drains Construction	Exempt	$2,524,196		-	-	-	$-	$-	-	-	-		
PROPOSED		2500869						$2,786,905	$262,709	PE/PL	SFY 2028	STPSM	$262,709	$210,168	80%	$52,541	20%	added FY28 PE to both des numbers; NOTE: submit to STIP as Request Type GROUP MOD - SDoyle 8/4/26	
PRIOR	INDOT	2600815	N/A		FY 29 Seymour District Traffic Signal Modernization	Traffic Signals Modernization	Exempt	$2,892,000		CN	SFY 2029	HSIP-ST	$2,892,000	$2,313,600	80%	$578,400	20%		
PROPOSED		2600815								CN	SFY 2029	HSIP-ST	$-	$-	0%	$-	0%	PROJECT ELIMINATED, PLACEHOLDER	REMOVE FROM TIP
NEW	INDOT	2600092	N/A	I- 465	Slide Correction From 0.5 Mi S of US 36 to 0.78 Mi S of US 36 (38th Street)	Slide Correction	Exempt	$3,500,000	$3,500,000	CN	SFY 2028	NHPP	$3,500,000	$3,150,000	90%	$350,000	10%	NEW PROJECT	
NEW	INDOT	2600931	N/A		High Mast Tower Lighting Replacement at various interchanges in Vincennes and Seymour District	Repair Or Replace Lighting	Exempt	$87,880	$87,880	CN	SFY 2027	HSIP-ST	$87,880	$70,304	80%	$17,576	20%	NEW PROJECT	
NEW	INDOT	2600804	N/A		IDIQ, various locations throughout the Seymour District	Bridge Maintenance And Repair	Exempt	$3,000,000	$3,000,000	CN	SFY 2029	STPSM	$1,500,000	$1,200,000	80%	$300,000	20%	NEW PROJECT	
NEW										CN	SFY 2030	STPSM	$1,500,000	$1,200,000	80%	$300,000	20%		
NEW	INDOT	2600803	N/A		IDIQ, District wide bridge maintenance, various locations	Bridge Maintenance And Repair	Exempt	$1,500,000	$1,500,000	CN	SFY 2031	STPSM	$1,500,000	$1,200,000	80%	$300,000	20%	NEW PROJECT	
NEW	INDOT	2600999	N/A	SR 67	SR 67 Small Structure Maintenance and Repair	Small Structure Maint and Repair	Exempt	$730,000	$730,000	PE/PL	SFY 2028	STPSM	$150,000	$120,000	80%	$30,000	20%	NEW PROJECT	
NEW										CN	SFY 2029	STPSM	$580,000	$464,000	80%	$116,000	20%		
NEW	INDOT	2600918	N/A	I- 70	I70 Various locations Traffic Safety Revisions	Safety Revisions	Exempt	$600,000	$600,000	PE/PL	SFY 2027	HSIP-ST	$100,000	$90,000	90%	$10,000	10%	NEW PROJECT	
NEW										CN	SFY 2029	HSIP-ST	$500,000	$450,000	90%	$50,000	10%		
NEW	INDOT	2600920	N/A	I- 74	I74 Various Location Safety Revisions	Safety Revisions	Exempt	$300,000	$300,000	PE/PL	SFY 2027	HSIP-ST	$100,000	$90,000	90%	$10,000	10%	NEW PROJECT	
NEW										CN	SFY 2030	HSIP-ST	$200,000	$180,000	90%	$20,000	10%		

QUARTER Q4, 2026 LOCAL 26-08.1

	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
PRIOR	Greenwood	2421FFE	N/A	Smith Valley Rd.	Smith Valley Road from Browning Drive to US 31Segment 1	Existing Roadway Widening	Non-Ex	$8,530,139		CN	SFY 2028	STATE	$5,015,867	$4,012,693	80%	$1,003,174	20%		
PROPOSED		2421FFE						$9,196,249	$666,110	CN	SFY 2028	STATE	$5,681,977	$4,413,962	78%	$1,268,015	22%	Now that the City has 60% plans; our consultant, Lochmueller Group was able provide a more detailed cost estimate for the construction portion of this project. The City understands that the amendment request can not exceed 10% of the original project award amount. The construction cost estimate base	
NEW	Hamilton County	2601015	N/A	Hazel Dell Parkway	Hazel Dell Parkway over Blue Woods Creek Bridge Replacement	Bridge Replacement	Exempt	$16,688,000	$16,688,000	PE/PL	SFY 2027	LOCBR	$1,390,000	$1,112,000	80%	$278,000	20%	NEW PROJECT	
NEW										CN	SFY 2027	LOCBR	$13,900,000	$11,120,000	80%	$2,780,000	20%		
NEW										CE	SFY 2027	LOCBR	$1,398,000	$1,120,000	80%	$278,000	20%		
PRIOR	Hancock County	2101744	N/A	CR500W	CR 500 W & CR 200 S Roundabout	Intersection or Intersection Groups	Exempt	$2,866,900		ROW	SFY 2025	HSIP-ST	$85,380	$76,842	90%	$8,538	10%		
PROPOSED		2101744								ROW	SFY 2027		$85,380	$-	0%	$85,380	100%	Changed fiscal year for RW from 25 to 27 and updated funding source	

EXHIBIT B

LOCHMUELLER GROUP

MEMO

To: Indianapolis Metropolitan Planning Organization (IMPO)

From: Christopher Connor, Lochmueller Group

Date: September 23, 2026

Subject: Request for 10% Funding Amendment – Smith Valley Segment 1, Project No. 2421FFE

Lochmueller Group, on behalf of the City of Greenwood, requests a 10% amendment to the programmed funding for the Smith Valley Segment 1 project (Project No. 2421FFE). The current 60% design estimate reflects a net increase of $666,100 compared with the funding application estimate. The increase is primarily due to refinements needed to deliver the project safely and provide appropriate transitions to existing conditions that were unknown during preliminary engineering.

The largest increase is associated with pavement pay items ($598,263.32). The funding application used an assumed pavement section while the 60% plans incorporated a designed, thicker pavement section, as well as an extension at the east end of the project to create a smoother vertical transition while accommodating driveway and approach grading. These same geometric revisions increased subgrade treatment by $321,983.30.

Lighting costs increased by $270,400 because nearby overhead power lines on the south side require shorter light poles to maintain safety offset. This reduced the luminance radius, requiring additional light poles to provide light coverage. Additional increases include lump sum items (e.g. construction engineering, clearing right-of-way), driveway approach limits, stormwater management, traffic signs, sidewalk removal, and pavement markings as explained in the attached cost estimate comparison summary.

These increases are partially offset by reductions in common excavation ($113,919.44), curb and gutter ($56,130), and drainage items ($12,024.32). Excavation quantities are now based on the end-area method using plan cross sections rather than assumed depths; preliminary curb quantities were refined downward; and the drainage network was rearranged to optimize pipe placement and sizing.

The requested full 10% amendment of the original $4,012,693 IMPO funds will allow the programmed funding to better align with the current design estimate and support continued project development. We respectfully request IMPO's approval of the amendment for Project No. 2421FFE.

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3880 • TOLL FREE: 888.830.6977

Cost Comparison Summary

Item Description	Cost Change From Funding Application to 60% Plans	Explanation
Lump Sum items	$190,567.62	Lump Sum Items were updated based on a percentage of the total project cost.
SIDEWALK CONCRETE, REMOVE	$9,365.94	Quantity and unit cost changed
EXCAVATION, COMMON	-$113,919.44	Original Excavation quantities were based on assumed depths while the current quantities are calculated using the end area method calculated from plan cross sections.
STORMWATER MANAGEMENT	$50,000.00	The stormwater Management costs were updated to reflect the designed Stormwater plan as well as the revised project construction length.
SUBGRADE TREATMENT	$321,983.30	The east end of the project was lengthened to provide a smoother transition into existing vertical profile due to grading required for drives and approaches. Also the Lanes were updated from an 11' lane width to a 12' lane width increasing the overall Subgrade area.
Pavement Pay Items	$598,263.32	The original pavement estimate was based on an assumed pavement designed which has since been designed and updated to a thicker pavement depth. The Lanes were also updated from an 11' lane width to a 12' lane width increasing the overall pavement area. Finally the east end of the project was lengthened to provide a smoother transition to existing vertically due to grading required for drives and approaches.
Curb and Gutter Items	-$56,130.00	The original quantities were conservative for preliminary design and the final reduced the overall quantities.
Approaches	$110,940.00	The Approaches were lengthened to extend to the final Right of Way limits increasing all driveway areas.
Drainage Items	-$12,024.32	The drainage network was rearranged to optimize pipe placement and sizing.
Traffic Sign Items	$37,757.14	Rectangular Rapid Flashing Beacons were determined to be needed for the mid block crossing.
Lighting Items	$270,400.00	Due to the close proximity of overhead powerlines on the south side the light poles had to be shortened reducing the spacing used and increasing the number of poles required.
Pavement Marking Items	$8,348.44	Quantity and unit cost changed

Smith Valley Road Cost Estimate Comparison

All distinct pay items from both attached estimates; zeros indicate an item is not included in that source file.

	Funding Application Subtotal		60% Design Subtotal		Cost Difference
	$3,740,952.49		**$5,165,433.41**		**$1,424,480.92**
15% Contingency in 2028 Cost	**$5,015,870.86**	**10% Contingency**	**$5,681,976.75**		**$666,105.89**

Item Number	Item Description	Funding App Quantity	Funding App Unit Cost	Funding App Item Total	60% Design Quantity	60% Design Unit Cost	60% Design Item Total	Item Cost Difference	Explanation of Difference
105-06845	CONSTRUCTION ENGINEERING	1.00	$66,000.00	$66,000.00	1.00	$91,000.00	$91,000.00	$25,000.00	Unit cost increased
107-09358	INSPECTION HOLE, DEEPER THAN 3 FT	10.00	$1,250.00	$12,500.00	20.00	$908.30	$18,166.00	$5,666.00	Quantity and unit cost changed
110-01001	MOBILIZATION AND DEMOBILIZATION	1.00	$180,000.00	$180,000.00	1.00	$233,000.00	$233,000.00	$53,000.00	Unit cost increased
201-52370	CLEARING RIGHT-OF-WAY	1.00	$99,000.00	$99,000.00	1.00	$91,000.00	$91,000.00	-$8,000.00	Unit cost decreased
202-52710	SIDEWALK CONCRETE, REMOVE	920.00	$34.11	$31,381.20	1,533.00	$26.58	$40,747.14	$9,365.94	Quantity and unit cost changed
203-02000	EXCAVATION, COMMON	9,434.00	$38.76	$365,661.84	6,760.00	$37.24	$251,742.40	-$113,919.44	Quantity and unit cost changed
205-12108	STORMWATER MANAGEMENT BUDGET	25,000.00	$1.00	$25,000.00	50,000.00	$1.00	$50,000.00	$25,000.00	Quantity increased
205-12616	STORMWATER MANAGEMENT IMPLEMENTATION	1.00	$25,000.00	$25,000.00	1.00	$50,000.00	$50,000.00	$25,000.00	Unit cost increased
205-12618	SWQCP PREPARATION	1.00	$10,000.00	$10,000.00	1.00	$10,000.00	$10,000.00	$0.00	No change
207-08264	SUBGRADE TREATMENT, TYPE II	1,240.00	$35.64	$44,193.60	1,971.00	$30.00	$59,130.00	$14,936.40	Quantity and unit cost changed
207-08266	SUBGRADE TREATMENT, TYPE III	0.00	$0.00	$0.00	4,555.00	$5.00	$22,775.00	$22,775.00	Added in 60% design
207-09935	SUBGRADE TREATMENT, TYPE IC	0.00	$0.00	$0.00	14,820.00	$36.52	$541,226.40	$541,226.40	Added in 60% design
207-12635	SUBGRADE TREATMENT, TYPE IBC	13,050.00	$19.69	$256,954.50	0.00	$0.00	$0.00	-$256,954.50	Removed from 60% design
211-09264	STRUCTURE BACKFILL, TYPE 1	2,734.00	$49.21	$134,540.14	1,108.00	$50.00	$55,400.00	-$79,140.14	Quantity and unit cost changed
214-11796	GEOGRID, TYPE IB	460.00	$3.23	$1,485.80	904.00	$3.20	$2,892.80	$1,407.00	Quantity and unit cost changed
301-12231	COMPACTED AGGREGATE, NO. 2	0.00	$0.00	$0.00	2,395.00	$95.00	$227,525.00	$227,525.00	Added in 60% design
301-12234	COMPACTED AGGREGATE, NO. 53	2,570.00	$66.82	$171,727.40	2,185.00	$76.88	$167,982.80	-$3,744.60	Quantity and unit cost changed
302-07455	DENSE GRADED SUBBASE	80.00	$114.68	$9,174.40	300.00	$134.59	$40,377.00	$31,202.60	Quantity and unit cost changed
306-08034	MILLING, ASPHALT, 1 1/2 IN.	0.00	$0.00	$0.00	380.00	$16.40	$6,232.00	$6,232.00	Added in 60% design
401-000005	QC/QA-HMA, 3, 58H, SURFACE, 9.5 mm	700.00	$113.00	$79,100.00	1,073.00	$135.00	$144,855.00	$65,755.00	Quantity and unit cost changed
401-000041	QC/QA-HMA, 3, 58H, INTERMEDIATE, 19.0 mm	1,160.00	$102.50	$118,900.00	1,389.00	$110.00	$152,790.00	$33,890.00	Quantity and unit cost changed
401-000050	QC/QA-HMA, 3, 58H, BASE, 25.0 mm	2,500.00	$92.00	$230,000.00	4,168.00	$95.00	$395,960.00	$165,960.00	Quantity and unit cost changed
401-10258	JOINT ADHESIVE, SURFACE	2,830.00	$0.75	$2,122.50	0.00	$0.00	$0.00	-$2,122.50	Removed from 60% design

Item Number	Item Description	Funding App Quantity	Funding App Unit Cost	Funding App Item Total	60% Design Quantity	60% Design Unit Cost	60% Design Item Total	Item Cost Difference	Explanation of Difference
401-10259	JOINT ADHESIVE, INTERMEDIATE	2,830.00	$0.84	$2,377.20	0.00	$0.00	$0.00	-$2,377.20	Removed from 60% design
401-11526	JOINT ADHESIVE	0.00	$0.00	$0.00	8,097.00	$0.80	$6,477.60	$6,477.60	Added in 60% design
401-11785	LIQUID ASPHALT SEALANT	2,830.00	$0.62	$1,754.60	0.00	$0.00	$0.00	-$1,754.60	Removed from 60% design
406-05520	ASPHALT FOR TACK COAT	7.00	$600.00	$4,200.00	40.00	$500.00	$20,000.00	$15,800.00	Quantity and unit cost changed
502-11543	PCCP, 4 IN.	0.00	$0.00	$0.00	669.00	$75.00	$50,175.00	$50,175.00	Added in 60% design
604-05528	HMA FOR SIDEWALK	545.00	$141.12	$76,910.40	649.00	$125.47	$81,430.03	$4,519.63	Quantity and unit cost changed
604-08086	CURB RAMP, CONCRETE	90.00	$246.79	$22,211.10	130.00	$260.00	$33,800.00	$11,588.90	Quantity and unit cost changed
604-12083	DETECTABLE WARNING SURFACES	10.00	$410.61	$4,106.10	25.00	$335.00	$8,375.00	$4,268.90	Quantity and unit cost changed
605-06140	CURB AND GUTTER, CONCRETE MODIFIED	0.00	$0.00	$0.00	2,602.00	$40.00	$104,080.00	$104,080.00	Added in 60% design
605-06255	CENTER CURB, CONCRETE, TYPE D	430.00	$167.00	$71,810.00	300.00	$140.00	$42,000.00	-$29,810.00	Quantity and unit cost changed
605-52807	CURB AND GUTTER, COMBINED	3,260.00	$40.00	$130,400.00	0.00	$0.00	$0.00	-$130,400.00	Removed from 60% design
610-08446	PCCP FOR APPROACHES, 6 IN.	360.00	$90.00	$32,400.00	892.00	$110.00	$98,120.00	$65,720.00	Quantity and unit cost changed
610-09108	PCCP FOR APPROACHES, 9 IN.	350.00	$110.00	$38,500.00	728.00	$115.00	$83,720.00	$45,220.00	Quantity and unit cost changed
611-06497	MAILBOX ASSEMBLY, SINGLE	9.00	$300.00	$2,700.00	14.00	$375.00	$5,250.00	$2,550.00	Quantity and unit cost changed
615-06490	RIGHT-OF-WAY MARKER	8.00	$275.99	$2,207.92	12.00	$205.00	$2,460.00	$252.08	Quantity and unit cost changed
621-01004	MOBILIZATION AND DEMOBILIZATION FOR SEEDING	0.00	$0.00	$0.00	2.00	$656.26	$1,312.52	$1,312.52	Added in 60% design
621-06560	MULCHED SEEDING, TYPE U	1,528.00	$2.48	$3,789.44	976.00	$3.01	$2,937.76	-$851.68	Quantity and unit cost changed
621-06575	SODDING, NURSERY	1,967.70	$11.04	$21,723.41	432.00	$12.00	$5,184.00	-$16,539.41	Quantity and unit cost changed
628-09403	FIELD OFFICE, TYPE C	6.00	$3,338.73	$20,032.38	18.00	$3,200.00	$57,600.00	$37,567.62	Quantity and unit cost changed
715-05048	PIPE, TYPE 4, CIRCULAR, DIAMETER 6 IN.	3,260.00	$10.65	$34,719.00	3,748.00	$15.24	$57,119.52	$22,400.52	Quantity and unit cost changed
715-05149	PIPE, TYPE 2, CIRCULAR, DIAMETER 12 IN.	0.00	$0.00	$0.00	1,390.00	$86.38	$120,068.20	$120,068.20	Added in 60% design
715-05151	PIPE, TYPE 2, CIRCULAR, DIAMETER 15 IN.	2,700.00	$79.33	$214,191.00	92.00	$93.06	$8,561.52	-$205,629.48	Quantity and unit cost changed
715-05152	PIPE, TYPE 2, CIRCULAR, DIAMETER 18 IN.	0.00	$0.00	$0.00	216.00	$107.17	$23,148.72	$23,148.72	Added in 60% design
715-05154	PIPE, TYPE 2, CIRCULAR, DIAMETER 24 IN.	0.00	$0.00	$0.00	18.00	$218.33	$3,929.94	$3,929.94	Added in 60% design
715-05161	PIPE, TYPE 2, CIRCULAR, DIAMETER 48 IN.	0.00	$0.00	$0.00	239.00	$230.00	$54,970.00	$54,970.00	Added in 60% design
715-05163	PIPE, TYPE 2, CIRCULAR, DIAMETER 60 IN.	0.00	$0.00	$0.00	1,460.00	$452.01	$659,934.60	$659,934.60	Added in 60% design
715-05165	PIPE, TYPE 2, CIRCULAR, 72 IN.	1,375.00	$500.00	$687,500.00	0.00	$0.00	$0.00	-$687,500.00	Removed from 60% design
715-08048	STORMWATER TREATMENT SYSTEM	2.00	$40,000.00	$80,000.00	0.00	$0.00	$0.00	-$80,000.00	Removed from 60% design
715-09475	STORMWATER QUALITY STRUCTURE	0.00	$0.00	$0.00	1.00	$45,000.00	$45,000.00	$45,000.00	Added in 60% design
718-06532	VIDEO INSPECTION FOR UNDERDRAIN	1,000.00	$1.70	$1,700.00	3,000.00	$1.43	$4,290.00	$2,590.00	Quantity and unit cost changed
718-12308	GEOTEXTILE FOR UNDERDRAINS, TYPE 2B	2,489.00	$3.36	$8,363.04	3,665.00	$3.00	$10,995.00	$2,631.96	Quantity and unit cost changed

Item Number	Item Description	Funding App Quantity	Funding App Unit Cost	Funding App Item Total	60% Design Quantity	60% Design Unit Cost	60% Design Item Total	Item Cost Difference	Explanation of Difference
718-52610	AGGREGATE FOR UNDERDRAINS	276.00	$80.33	$22,171.08	494.00	$73.26	$36,190.44	$14,019.36	Quantity and unit cost changed
720-03194	MANHOLE	4.00	$8,800.00	$35,200.00	0.00	$0.00	$0.00	-$35,200.00	Removed from 60% design
720-04682	INLET	26.00	$4,000.00	$104,000.00	0.00	$0.00	$0.00	-$104,000.00	Removed from 60% design
720-45030	INLET, TYPE E7	0.00	$0.00	$0.00	5.00	$3,250.40	$16,252.00	$16,252.00	Added in 60% design
720-45410	MANHOLE, TYPE C4	0.00	$0.00	$0.00	5.00	$4,700.00	$23,500.00	$23,500.00	Added in 60% design
720-95335	MANHOLE, TYPE M4	0.00	$0.00	$0.00	4.00	$19,000.00	$76,000.00	$76,000.00	Added in 60% design
720-98174	INLET, TYPE B15	0.00	$0.00	$0.00	25.00	$4,600.00	$115,000.00	$115,000.00	Added in 60% design
801-06775	MAINTAINING TRAFFIC	1.00	$100,000.00	$100,000.00	1.00	$183,000.00	$183,000.00	$83,000.00	Unit cost increased
802-05705	SIGN POST, SQUARE, TYPE 2, UNREINFORCED ANCHOR BASE	100.00	$16.94	$1,694.00	100.00	$27.38	$2,738.00	$1,044.00	Unit cost increased
802-09838	SIGN, SHEET, WITH LEGEND, 0.080 IN. THICKNESS	30.00	$29.19	$875.70	30.00	$35.60	$1,068.00	$192.30	Unit cost increased
802-09840	SIGN, SHEET, WITH LEGEND, 0.100 IN. THICKNESS	30.00	$30.00	$900.00	30.00	$34.51	$1,035.30	$135.30	Unit cost increased
805-02392	SIGNAL POLE FOUNDATION, 36 IN. X 72 IN.	0.00	$0.00	$0.00	3.00	$1,003.00	$3,009.00	$3,009.00	Added in 60% design
805-04133	SIGNAL POLE, PEDESTAL, 12 FT	0.00	$0.00	$0.00	3.00	$1,486.78	$4,460.34	$4,460.34	Added in 60% design
805-06742	SOLAR POWERED FLASHING BEACON ASSEMBLY	1.00	$9,993.42	$9,993.42	1.00	$10,000.00	$10,000.00	$6.58	Unit cost increased
805-11799	RECTANGULAR RAPID FLASHING BEACON	0.00	$0.00	$0.00	3.00	$8,336.54	$25,009.62	$25,009.62	Added in 60% design
805-11817	PEDESTRIAN PUSH BUTTON, APS	0.00	$0.00	$0.00	3.00	$1,300.00	$3,900.00	$3,900.00	Added in 60% design
807-02191	HANDHOLE, LIGHTING	16.00	$2,100.00	$33,600.00	0.00	$0.00	$0.00	-$33,600.00	Removed from 60% design
807-03738	LIGHT POLE, ASSEMBLY STREET	16.00	$6,000.00	$96,000.00	0.00	$0.00	$0.00	-$96,000.00	Removed from 60% design
807-04744	LIGHTING	0.00	$0.00	$0.00	1.00	$400,000.00	$400,000.00	$400,000.00	Added in 60% design
808-03439	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK LINE,	0.00	$0.00	$0.00	160.00	$12.10	$1,936.00	$1,936.00	Added in 60% design
808-06701	LINE, THERMOPLASTIC, BROKEN, WHITE, 4 IN.	2,750.00	$1.00	$2,750.00	1,007.00	$2.50	$2,517.50	-$232.50	Quantity and unit cost changed
808-12032	GROOVING FOR PAVEMENT MARKINGS	6,180.00	$0.75	$4,635.00	5,750.00	$1.00	$5,750.00	$1,115.00	Quantity and unit cost changed
808-75240	LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 IN.	680.00	$0.94	$639.20	894.00	$1.35	$1,206.90	$567.70	Quantity and unit cost changed
808-75245	LINE, THERMOPLASTIC, SOLID, YELLOW, 4 IN.	2,750.00	$0.94	$2,585.00	3,849.00	$1.04	$4,002.96	$1,417.96	Quantity and unit cost changed
808-75297	TRANSVERSE MARKING, THERMOPLASTIC, STOP LINE, WHITE, 24	0.00	$0.00	$0.00	60.00	$12.00	$720.00	$720.00	Added in 60% design
808-75300	TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK LINE,	0.00	$0.00	$0.00	330.00	$4.48	$1,478.40	$1,478.40	Added in 60% design
808-75320	PAVEMENT MESSAGE MARKING, THERMOPLASTIC, LANE INDICATION	4.00	$243.03	$972.12	9.00	$190.00	$1,710.00	$737.88	Quantity and unit cost changed
808-75325	PAVEMENT MESSAGE MARKING, THERMOPLASTIC, 'ONLY'	2.00	$300.00	$600.00	4.00	$302.00	$1,208.00	$608.00	Quantity and unit cost changed
	TOTAL			**$3,740,952.49**			**$5,165,433.41**	**$1,424,480.92**	

Memo

To: **IMPO Technical Committee**

From: Anna M. Gremling

Date: September 28, 2026

Re: IMPO Strategic Plan

The IMPOs work will continue to revolve around the core pillars of Convene, Inform, Plan and Fund. The IMPO will continue to be grounded in transportation, but there is regional need in other complex areas.

Strategic Plan Themes

1. Core Transportation Mission and Technical Excellence
Maintain the IMPO's identity as a highly professional, data-driven, and transparent transportation agency remains foundational.

2. Regional Convening and Collaboration
IMPO is recognized as one of the region's few effective cross-jurisdictional conveners—bringing together elected officials, engineers, planners, and policy leaders. Strengthening this convening role, with clear definition of IMPO's lane, is seen as vital.

3. Educate and Voice for Local Interests
Partners increasingly expect IMPO to serve as a non-partisan advocate for local priorities, especially at the State House. Protecting local funding and countering regional political tensions were repeatedly emphasized.

4. Organizational Resilience and Leadership Continuity
Interviewees encouraged IMPO to proactively build resiliency through succession planning, leadership development, and careful management of federal funding uncertainties.

5. Data Leadership and Regional Insight
Data is viewed as one of IMPO's most powerful assets. Partners want continued data offerings, accessible tools, and a regional dashboard—positioning IMPO as the central source for trusted regional indicators.

6. Landuse

Provide greater leadership in land use planning and modeling, especially as communities face rapid population growth, redevelopment pressures, and changing development patterns. They view land use as inseparable from transportation—impacting congestion, safety, transit viability, and infrastructure costs.

7. Housing

A growing regional concern about housing availability, affordability, and proximity to jobs. The IMPO could play a valuable support role— as a regional data, education and insight provider.

8. Future Mobility

Emerging mobility is seeing major changes in how people and goods move—requiring thoughtful policy, regional preparedness, and public education. This is a fast-changing landscape

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

IMPO Strategic Plan Outline

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Executive Summary

Overview & Context

As the region's federally designated Metropolitan Planning Organization, the Indianapolis MPO (IMPO) serves as the primary convener, planner, and coordinator for regional mobility, infrastructure investment, land-use analysis, housing support, and cross-jurisdictional growth. Looking ahead, this Strategic Plan outlines how the IMPO will continue to deliver measurable regional value across its 30+ member jurisdictions, positioning Central Indiana for sustainable, equitable, and resilient economic growth.

Our Vision

Central Indiana will thrive when we continuously improve our built environment and expand economic opportunities for all residents.

Our Mission

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

Strategic Framework: The Four Pillars

The IMPO executes its mission through four foundational pillars that guide all organizational activities:



Convene: Bring together experts, local leaders, policy-makers, and community members to foster shared ownership of regional priorities.



Inform: Provide credible, reliable, and high-quality data, modeling, and mapping to empower local decision-making and regional context.



Plan: Develop, adopt, and maintain long-range regional plans and technical frameworks, tracking implementation and outcomes over time.



Fund: Administer competitive federal funding programs and identify third-party grant opportunities for regionally significant infrastructure and planning projects.

Core Strategic Focus Areas



1. Transportation Planning and Funding

As Central Indiana's primary mobility coordinator, the IMPO manages the Metropolitan Transportation Plan (MTP) and directs federal grant dollars through the Transportation Improvement Program (TIP). Over the next five years, the IMPO will:

- **Prioritize System Safety:** Lead regional transportation safety initiatives, deploy data-driven crash analysis, and support Vision Zero strategies.
- **Foster Technology Readiness:** Guide member communities in evaluating, preparing for, and integrating autonomous vehicles, EV infrastructure, and advanced freight logistics.
- **Integrate Mobility & Land Use:** Align transportation work directly with housing growth, employment centers, and transit-oriented development.



2. Land Use Analysis and Planning

While municipal governments retain local zoning authority, the IMPO fills a vital regional gap by equipping local leaders with data, modeling, and technical guidance:

- **Deploy Scenario Planning:** Provide advanced modeling tools to show how local development choices affect long-term traffic, infrastructure resilience, and growth patterns.
- **Develop Model Zoning & Overlay Tools:** Build a Regional Zoning Atlas and establish model zoning districts and growth typologies to support transit-oriented corridors.
- **Promote Sustainable Growth:** Convene local planners to highlight common regional issues, discuss what has worked and bring in outside experts who have navigated similar scenarios to learn from.



3. Regional Housing Development Support

Recognizing that housing availability and affordability are directly tied to regional economic vitality and infrastructure investment, the IMPO will:

- **Connect Housing to Transportation:** Expand Transit-Oriented Development (TOD) along major transit lines (such as BRT corridors) to link residents with job centers, schools, and essential services.

- **Address Supply & Barriers:** Analyze Missing Middle housing barriers, support local Community Development Corporations (CDCs) and small builders, and develop regional housing inventories.
- **Deliver Decision-Support Information:** Observe and report on trends, bring in relevant key speakers and learning opportunities, convene housing partners, update regional housing plan as needed, organize strong regional responses to federal and other grant opportunities to address local challenges.



4. Regional Strategy Development Backbone

Addressing complex, multi-county challenges requires a trusted, non-partisan regional convener. The IMPO will expand its role as a regional strategy backbone by:

- **Convening Cross-Jurisdictional Leadership:** Host an annual State of the Region event, establish a Regional Leadership Initiative, convene LEDOs, CDCs, and regional partners, and grow and formalize the Regional Planning Roundtable.
- **Building Actionable Frameworks:** Deliver toolkits for Regional Centers, guidance on development incentives, and research on emerging regional issues (such as water resources and childcare access).
- **Supporting Grant Alignment:** Provide reminders of IMPO data resources available when specific NOFOs are published to help member communities secure competitive funding.

Chapter 1: Regional and Organizational Context

Organizational Context

The Indianapolis Metropolitan Planning Organization (IMPO) serves as the federally designated transportation planning agency for the Central Indiana region, encompassing multiple counties and jurisdictions that together form the core of the state's economic and population center. Established to ensure the coordinated and efficient use of federal transportation funds, the IMPO provides technical expertise, policy guidance, and strategic leadership for the region's long-range transportation and infrastructure planning. Through its Policy & Technical Committees of elected officials and a professional planning and engineering staff, the organization facilitates collaboration among local governments, transit providers, and state and federal partners to advance mobility, safety, and sustainable growth across the metropolitan area.

Over the past decade, the IMPO has evolved from a city-hosted entity into an independent regional organization with expanded responsibilities and growing institutional capacity. This independence has allowed for greater flexibility in staffing, budgeting, and strategic alignment, enabling the IMPO to respond more effectively to regional challenges. The organization has deepened its technical capabilities in data analytics, scenario modeling, and public engagement, while also strengthening financial oversight and administrative systems. These structural changes have positioned IMPO to lead not only in transportation planning, but also in connecting transportation with housing, land use, and economic development priorities. In 2023 The IMPO won the "Outstanding Overall Achievement for a Transportation Management Area (TMA) Metropolitan Planning Organization" award from the Association of Metropolitan Planning Organizations, an award that "honors the efforts of an MPO that has successfully advanced and promoted metropolitan transportation planning as a result of the outcomes from a specific project and/or through excellence and innovation in an MPO's holistic operation."

Today, IMPO stands at a pivotal moment in its development as a regional leader and convener. The organization's work increasingly reflects an integrated vision of regional planning, one that recognizes the interconnected nature of transportation, housing, land use, resilience, and economic opportunity. Through initiatives such as trail-oriented development, regional housing and resiliency planning, and economic competitiveness strategies, IMPO is helping shape a more unified, data-driven approach to regional growth. This evolution marks a shift from coordination within specific programs to a broader, systems-level leadership role, where the MPO serves as both a technical resource and a strategic facilitator for Central Indiana's long-term prosperity.

Regional Context

The Indianapolis Metropolitan area is growing in population. The U.S. Census Bureau estimates and regional data show the metro area population surpassed 2.2 million residents in 2025. The population growth rate for the region outpaces both the broader state of Indiana and the national average. This growth stems from a combination of positive natural increase (more births than deaths), net domestic migration from other states, and steady international migration. This growth is seen across the MSA, not just in Indianapolis. For example, suburban counties like Hamilton, Hendricks, and Boone lead the region in percentage growth. Marion County (Indianapolis core) is also growing, supported by downtown adaptive reuse projects and infill residential developments.

In terms of labor force participation, the overall Labor Force Participation Rate for the Indianapolis MSA is around 67 percent for the population aged 16 and older. This significantly outpaces both the broader State of Indiana (~63.0%–63.1%) and the U.S. national average (~61.6%). In addition, the region consistently maintains a tight labor market, with the regional unemployment rate fluctuating near 3.3 percent, below national figures.

National Trends for Metropolitan Planning Organizations

Research on how other Metropolitan Planning Organizations are evolving their priorities, approaches and services to support their members revealed several key trends that were important considerations in this process of determining how the Indianapolis MPO can best serve its members. Trends include:

MPO's Role in Housing:

- MPO's are evolving from conducting and publishing housing studies, to developing an ongoing, regional housing function
- From a housing data perspective, MPO's are moving from sharing just housing counts, to sharing more detailed housing data, including information on housing access and outcomes tracking

MPO's Activating their Work

- MPO's are increasingly moving from conducting and publishing neutral analysis for others to digest on their own, to facilitating structured convening to share and activate the findings of their analyses
- Similarly, MPO's are moving from developing and publishing recommendations, to helping to activate those recommendations for implementation and learning

MPO's Shift to Regionalization

- MPO's are evolving from supporting disjointed zoning efforts to working toward strategic growth modeling across the region
- MPO's are evolving from having strong data dashboards to developing regional data infrastructure, often moving from manual reporting to integrated data infrastructure

MPO's Approach to Data, Modeling and Decision-Making

- MPO's are increasingly moving from providing periodic data updates to developing the infrastructure to conduct continuous monitoring
- Previously, much data that was owned or analyzed by the MPO was owned by that MPO, and increasingly MPO's are moving toward a more collaborative approach that includes data convening

Strategic Planning: Why Now?

Central Indiana stands at a pivotal juncture. As the region's federally designated Metropolitan Planning Organization, the Indianapolis Metropolitan Planning Organization (the IMPO) serves as the primary convener, planner, and coordinator for regional mobility, infrastructure investment, land-use analysis, housing support, and cross-jurisdictional growth.

The most recent strategic plan was published in 2017 and included critical, structural changes, including:

Create an Independent MPO - Become independent from the City of Indianapolis. The planning, financial, and logistical tasks associated with this occurred from 2019 - 2020.

Grow an Independent MPO - Once the MPO was independent, the focus shifted to expanding roles to support a broader range of planning-related functions. The initial steps to build capacity and establish these functions took place from 2020 - 2021.

Consider Formalizing as a Regional Convener - Starting in 2021, the MPO explored and implemented a role as a regional convener where an existing convener didn't previously exist.

Looking ahead, the key question guiding this strategic planning process and this final strategic plan was:

How can the IMPO create the greatest value for our member communities and the region as we work toward our shared regional goals over the next 5–10 years?

The following Strategic Plan outlines how the IMPO will continue to deliver measurable regional value across its 30+ member jurisdictions, positioning Central Indiana for sustainable, equitable, and resilient economic growth.

Chapter 2: About this Strategic Plan

About the Planning Process

IMPO engaged Fourth Economy Consulting to develop this updated strategic plan. The process that informed the recommendations included:

- Reviewing existing plans of the IMPO and from organizations and planning efforts across the region, including the previous strategic plan
- Conducting Stakeholder Engagement through interviews with partners and key persons, a survey of partners and IMPO board members, and work sessions with staff and regional planning partners.
- Benchmarking the IMPO to other high-functioning MPO organizations throughout the country and a site visit to the Atlanta Regional Commission.
- Throughout the process, the Executive and Policy Committee held check-ins to update them on progress and gather feedback as we began identifying the direction of recommendations.

This process effectively identified the existing roles IMPO plays that are considered vital, as well as new opportunities to extend the organization's impact in the region.

Foundational Strategic Decisions

The IMPO's existing strategic framework of how they support the region: Convene, Inform, Plan and Fund, will be carried forward into this next strategic chapter. The planning process revealed that that framework is recognized internally and externally, and continues to adequately summarize the work the IMPO does.

Additionally, data, modeling, mapping, and decision tools will continue to be at the core of the MPO's value proposition for its members. Communities need reliable data and analysis to make informed decisions, but gathering, maintaining, and interpreting that information can be difficult and resource-intensive. The IMPO is well positioned, with a regional perspective, staff expertise, and data tools, to continue to provide shared regional data, modeling, mapping, and decision-support tools that help communities understand conditions, evaluate options, and support more informed decisions.

The IMPO's strategic priorities are both responsive and region-shaping. The organization will continue to listen to and respond to member needs. It will use its regional position to identify shared priorities, then anticipate trends and plan for emerging issues. The IMPO will focus on helping communities understand options, connect local decisions to regional goals, and provide credible regional context—even where final policy choices remain local.

The IMPO will continue to serve both smaller and larger communities, and provide different levels of service based on community needs. A successful regional approach requires that all communities, large and small, less and more resourced, are served through planning, modeling, and data, as the impact of investments aren't contained to jurisdictional lines on a map.

Staying on the front foot for innovation is a high priority for the IMPO. The process considered whether the emphasis on innovation required its own strategic focus area. However, ultimately innovation needs to be a thread through all strategic priority areas, to ensure the organization is proactive and preparing for ways to leverage or mitigate, where appropriate, technology innovations.

Chapter 3: Strategic Areas of the IMPO

There are four critical focus areas that the IMPO leads for Central Indiana.

Transportation Planning and Funding

As Central Indiana's federally designated regional planning organization, the IMPO acts as the primary coordinator for long-range mobility and federal infrastructure investment. The agency develops the Metropolitan Transportation Plan (MTP)—a long-term strategy outlining regional transit, roadway, bicycle, and pedestrian needs over a 20+ year horizon. Crucially, the IMPO manages the Transportation Improvement Program (TIP), directing tens of millions of dollars in federal grants (such as STBG, HSIP, CMAQ, and TA funds) to local cities, towns, and counties through competitive calls for projects. This ensures federal dollars directly support high-priority regional safety, roadway maintenance, transit expansion, and active transportation initiatives.

Land Use Analysis and Planning

While individual municipal governments retain land use decisions and zoning authority, the IMPO provides the data, mapping, and technical analysis needed for smart local land-use planning. The organization conducts traffic modeling, land-use studies, and demographic tracking to forecast how population shifts will impact development patterns across Central Indiana. Through initiatives like the Indianapolis MPO Technical Assistance Program (IMTAP), the agency funds local corridor studies and comprehensive plans, helping member communities align local zoning with regional transportation corridors and sustainable land-use practices.

Regional Housing Development Support

The IMPO supports regional housing development by weaving housing considerations directly into mobility and transit networks. By coordinating infrastructure projects around major transit corridors—such as Bus Rapid Transit (BRT) lines—the agency promotes Transit-Oriented Development (TOD) that links residential areas with employment, schools, and services. Additionally, the IMPO works alongside affordable housing groups and local development authorities to ensure regional infrastructure grants support housing affordability, multimodal accessibility, and equitable growth across member jurisdictions. The IMPO led a Regional Housing Study in 2023, which was well received and has compelled partners to suggest more can be done.

Regional Strategy Development Backbone

Beyond traditional transportation oversight, the IMPO serves as a regional convener that develops broad, cross-jurisdictional growth strategies. Recognizing that issues like economic expansion, environmental resiliency, and infrastructure do not stop at city limits, the IMPO establishes

multi-county strategic plans to address shared challenges. By providing a unified forum for over 30 member jurisdictions, the organization fosters intergovernmental collaboration, aligns local policy goals, and delivers a collective vision for the sustainable development of the broader Indianapolis metropolitan area.

IMPO's Strategic Plan

Transportation Planning and Funding

Goals:

- Reinforce Trust and Authority: Maintain the IMPO's position as the region's primary transportation planning and funding authority through fair, transparent, and data-driven processes.
- Drive System-Level Outcomes: Offer strategic leadership and planning focused on safety, state of repair, and multimodal connectivity.
- Enhance Regional Alignment: Convene and coordinate jurisdictions around shared regional transportation priorities and long-term investments.
- Navigate Policy and Funding Shifts: Position the region to effectively adapt to funding uncertainties, legislative changes, and emerging mobility trends.

The Need

- Evolving Technology and Mobility: Rapid shifts in autonomous vehicles, electric vehicle adoption, logistics, mobile data collection, and new mobility options require coherent regional strategies and operational frameworks.
- Housing and Job Connectivity: Strengthening linkages between transportation networks, housing choices, and major employment centers is essential for regional economic vitality.
- Demand for Expanded Coordination: While the IMPO is widely trusted for fair funding administration, member communities increasingly seek proactive and expanded regional coordination.
- Rising Expectations for Funding Impact: Grant administration remains the IMPO's most visible asset, but expectations are growing for investments to deliver broader, measurable outcomes, driven by state and federal government priorities.

Future IMPO Role

- Elevate Regional Transportation Safety: Lead dedicated, data-driven initiatives and design solutions to improve safety outcomes across Central Indiana.
- Foster Innovation and Technology Readiness: Help member communities evaluate, prepare for, and integrate autonomous vehicles, EV infrastructure, and advanced freight logistics.
- Integrate Mobility with Land Use and Employment: Align transportation work directly with land use planning, housing growth, and job center access.

Transportation

Phase	Current IMPO Services	Future IMPO Role
Convene	• Engage leadership across 30 jurisdictions and key partners, including IndyGo and INDOT	• Expand IMPO's role as a regional transportation coordinator and convener
Inform	• Monitor changes in federal and state policies • Provide travel demand forecasting and modeling • Conduct strategic scenario modeling	• Establish a regional transportation safety leadership agenda • Analyze the economic impacts of transportation investments
Plan	• Develop and update the Metropolitan Transportation Plan (MTP) • Maintain and implement the Central Indiana Transit Plan • Lead regional freight planning initiatives • Implement the Active Transportation Plan • Set annual work plan and budget for regional studies and local technical assistance • Perform crash data cleaning and analysis • Manage automated traffic count collection • Develop Safety Action Plans and design solutions • Advance Vision Zero safety initiatives	• Plan for innovations in transportation technology and safety • Prepare region for autonomous and connected vehicle integration • Integrate non-expansion mobility, housing, and land use in MTP
Fund	• Manage the Transportation Improvement Program (TIP) • Administer competitive federal grant programs, including STBG, CMAQ, and HSIP funds	• Explore innovative funding and project delivery models • Pursue additional federal and state discretionary grant funding for Central Indiana • Strengthen alignment between regional priorities and project selection

Land Use Analysis and Planning

Goals:

- Empower Local Decision-Makers: Provide robust data, modeling, and research to support intentional local land-use choices.
- Integrate Land Use and Mobility: Align local zoning and growth strategies with regional transportation corridors.
- Promote Sustainable Regional Growth: Support infill development, demonstrate impacts of sprawl, and mitigate environmental impacts across Central Indiana.

The Need

- Resource Constraints for Local Leaders: Local decision-makers, particularly in fast-growing smaller communities, lack dedicated research and analytical tools to inform complex development choices.
- Absence of Regional Land-Use Leadership: No single regional entity currently leads integrated land-use planning, leaving communities without a unified vision or framework.
- Interdependence of Land Use and Mobility: Transportation infrastructure investments and land-use policies are deeply linked, requiring coordinated regional planning.
- Growing Demand for MPO Technical Support: Successful initiatives like the Maximum Value of Land Study highlight strong regional interest in expanded MPO land-use guidance.

Future IMPO Role

- Equip Communities with Data and Scenario Modeling: Deploy scenario-planning tools to show how local land-use choices affect long-term transportation, resilience, and growth patterns.
- Serve as a Regional Land-Use Convener and Resource: Provide research, public education, and technical assistance to support local planning efforts and elevate regional priorities.
- Develop Regional Zoning Tools and Overlay Strategies: Build a regional zoning atlas to map land availability and support advocacy for transit-oriented development overlay districts.
- Promote Infill and Heat Island Mitigation: Help member communities prioritize infill growth over sprawl and adopt design strategies to reduce parking lot heat impacts.
- Offer Citizen Planner Training: Offer training for planners to equip planners to help advance regional planning priorities.



Land Use Planning

Phase	Current IMPO Services	Future IMPO Role
Convene	• Regional Planning Roundtable	• Continue convening regional planners on land use topics • Formalize Regional Planning Roundtable as an advisory committee
Inform	• Regional Activity Centers • Strategic Modeling / Vision Eval	• Conduct scenario planning research, analysis, and workshops • Zoning Atlas regional housing data • Community Needs Assessment
Plan	• Scenario planning • Maximum Value of Land (MVL) Study • Transit-Oriented Development (TOD) • Trail-Oriented Development (TrOD)	• Model zoning districts • Small area planning and land use-transportation integration • Support Regional Center plans • Provide local planning assistance • Development reviews and comments for regionally significant projects • Menu of growth typologies with supporting strategies and model ordinances • Repository of local plans and local goal/outcome tracking • Work with partners to expand data dashboards
Fund	• LPA Planning Program	• Leverage PL and other federal funding for land use-specific studies and plans • Livable Centers funding

Regional Housing Development Support

Goals:

- Expand Regional Housing Supply and Affordability: Equip member communities with data, tools, and technical assistance to address regional housing availability and affordability gaps.
- Integrate Mobility and Housing: Align housing strategy directly with transportation networks, transit corridors, and regional infrastructure investments.
- Empower Municipal Action: Provide decision-support resources and technical guidance to help local governments turn housing strategies into implementation.

The Need

- Widespread Housing Availability Gaps: Affordability, availability, and housing choice remain critical barriers to economic growth and quality of life across Central Indiana.
- Local Policy and Zoning Influence: Municipalities control key land-use, zoning, and approval processes that directly dictate housing supply and density.
- Growing Linkage to Federal Funding: Federal transportation policies and grant programs increasingly emphasize the alignment of housing access with transportation infrastructure.

Future IMPO Role

- Deliver Data and Decision Support: Provide housing inventories, zoning analyses, and scenario modeling to inform local housing policy and development.
- Deploy National Best Practices: Benchmark peer MPOs to introduce innovative housing toolkits, funding strategies, and implementation partnerships.
- Connect Housing to Transportation Corridors: Lead regional housing initiatives that prioritize transit- and trail-oriented development and integrate housing with mobility planning.

Regional Housing Strategy

Phase	Current IMPO Services	Future IMPO Role
Convene	• Regional Planning Roundtable – an ongoing convening of planners and related partners	• Peer exchanges that allow for shared learning and information exchange

Inform	• Central Indiana Housing Study
	• Public surveys
	• Community Preference Study, in partnership with MIBOR
	• Maximizing the Value of Land Study
		• Study barriers and solutions to Missing Middle housing
		• Explore challenges for small builders
		• Provide technical briefs on Housing Trends & WalkUPs
		• Develop Zoning Atlas +
		  ○ Develop housing inventories
		  ○ Regional Neighborhood Map
		• Index regional housing costs and development inputs
		• Study funding barriers and possible shared solutions

Plan		• Regional Housing Strategy • Coordinate housing goals with infrastructure investments • Pre-approved building plans • Scenario Planning & Strategic Modeling • Regional housing inventory and trend data
Fund		

Regional Strategy Development Backbone

Goals:

- **Build Collaborative Regional Partnerships:** Convene diverse stakeholders, local governments, and regional partners to foster alignment and shared ownership of regional priorities.
- **Drive Strategic Action on Cross-Jurisdictional Issues:** Address complex regional challenges—such as economic development, resilience, and infrastructure—that extend beyond municipal boundaries.
- **Provide Adaptable Resources and Expertise:** Equip communities with practical tools, technical guidance, and planning support to move regional vision into local implementation.

The Need

- **Complex Cross-Boundary Challenges:** Major regional issues cannot be solved by a single jurisdiction and require sustained, structured collaboration.
- **Local Staff Capacity Constraints:** Member communities often lack the dedicated staff capacity to lead complex, long-term regional planning initiatives.
- **Demand for a Neutral Convener:** A trusted, non-partisan entity is essential to align diverse interests, build consensus, and drive collective action.

Future IMPO Role

- **Convene and Align Regional Leadership:** Bring together key stakeholders, policy-makers, and partner organizations to establish shared priorities and build collaborative momentum.
- **Develop Frameworks for Regional Action:** Create actionable toolkits, policy guidance, and strategic resources that help communities translate best practices into local implementation.
- **Provide Strategic Planning Support:** Offer planning expertise and technical assistance to help communities address cross-jurisdictional challenges and execute shared regional plans.

Regional Strategy Development Backbone

Phase	Current IMPO Services	Future IMPO Role
Convene	• Project-level public engagement • Public surveys and listening efforts	• Host an annual State of the Region event to celebrate regional achievements • Establish a Regional Leadership Initiative (modeled after peer MPOs like ARC) • Build active partnerships with existing regional organizations • Convene Local Economic Development Organizations (LEDOs) and Community Development Corporations (CDCs) • Host expert, policy-maker, and resident summits • Convene a conversation on Main Street Matters and regional centers
Inform	• Public education campaigns (e.g., Indy Connect, Eyes Up, Just Drive) • Speaker Series programming • Data dashboards and GIS data repository • Resiliency Snapshot analyses • Regional support for local projects advancing regional goals and best practices	• Regional Centers toolkit • State of the Region data report • Trail-friendly business program • Research on childcare access and economic development • Guidance on development incentives • Expert summits (e.g., electric and autonomous vehicles, utilities, ITS)
Plan	• SERV Committee (Strategically Elevating Regional Voices) • Comprehensive Economic Development Strategy (CEDS) • Regional Planning Roundtable • Trail-Oriented Development planning • Climate Action Plan	• Actively support regional partners in joint convenings • Pre-approved building plans • Planning standards for local plans • Identify regional preservation areas

Regional Strategy Development Backbone

Phase	Current IMPO Services	Future IMPO Role
	• Resiliency Plan	
Fund	• Grant writing information provision (e.g., IndyGo, SS4A, BUILD) • READI 1.0 and CIRDA coordination	• Information on underutilized funding programs • Grant application data and templates • Decision Matrix to assess federal planning opportunities • Pursue discretionary regional grants • Continue to provide resources and data to communities as they seek additional funding

A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING THE 2026 STRATEGIC PLAN

Resolution Number 26-IMPO-015

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, the IMPO developed and approved a Strategic Plan in 2018 which guided the IMPO over the past eight years; and

WHEREAS, the IMPO initiated a new Strategic Plan in 2025 to guide the IMPO beyond 2026; 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 2026 IMPO Strategic Plan is hereby approved and adopted.

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 21st day of October, 2026.

_____
Chair, Indianapolis MPO Transportation Policy Committee

_____
Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

HOOSIER TRAVEL COUNTS 2025 · CENTRAL INDIANA HOUSEHOLD TRAVEL SURVEY

E-Commerce Findings from the Hoosier Travel Counts Survey

QUESTIONS What are some general findings about e-commerce from the survey? How does e-commerce activity affect shopping trip behavior?

---

1 The survey

Hoosier Travel Counts is the Central Indiana household travel survey, run by RSG for the Indianapolis and Heartland MPOs in **spring** (Feb–Jun) and **fall** (Aug–Nov) **2025**. Households took part by smartphone app (up to seven diary days), online or call center (one day each). RSG's weights expand the sample to the region.

What the survey asked

QUESTION	WHAT IT TELLS US
"Did anything get delivered today?" — a checklist asked for every day recorded: packages, groceries, takeout or prepared meals, and a few less common kinds	Which days had a delivery, and what kind
"Where did you go, and why?" — for every trip	Which days included a shopping trip or eating out
"How long did you work from home today?" and **"How often do you usually work from home?"**	Whether a person was working from home that day
Questions about the household and each person — income, cars, household size, ages, jobs, school, type of home, use of ride-hailing apps	Who orders deliveries

People who took part by app or website answered the delivery question; people who took part by phone were not asked it.

How many answers there are

Most households recorded one day of travel. About 1,000 used the app to record a **full week**, which lets a household's delivery days be compared with its own other days. The counts below are **household-days**, restricted to weekdays to match the weekday travel model this feeds: 5,187 households reporting about 1.8 weekdays each gives 9,226.

	ALL HOUSEHOLDS	FULL-WEEK HOUSEHOLDS
Households	5,187	1,012
Days reported per household	1 to 5; about 1.8 on average	5 for nearly all
Household-days in total	9,226	5,051
HOUSEHOLD-DAYS WITH A DELIVERY (SHARE OF ALL HOUSEHOLD-DAYS)		
Groceries	344 (4%)	183 (4%)
A package	2,858 (34%)	1,543 (32%)
A meal	596 (6%)	347 (6%)

Percentages are weighted to represent every household in the region, not just those surveyed, with each household's weight divided by its number of weekday diary days so a multi-day household isn't counted several times over. Restricted to weekdays throughout this memo, including the within-household comparisons in sections 3–5.

2 Three deliveries, three behaviours

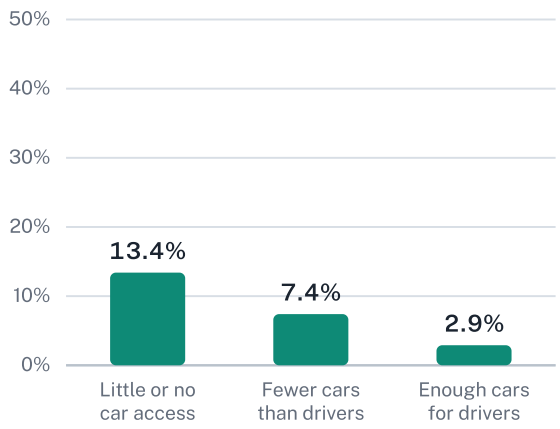
	GROCERIES	PACKAGES	MEALS / TAKEOUT
Who orders it: households	Little or no car access; larger households	Higher income; larger households	Little car access; rarely where someone is 65+
Who orders it: people	Women, students, people on a work-from-home day	Students	Younger, employed and self-employed people, and on a work-from-home day
Does it replace the shopping trip?	**Yes**, that day and over the week	**No**, and doesn't add one	Not a shopping errand; **doesn't replace eating out**
Confidence	✓ HIGH	✓ HIGH	✓ GOOD

3 Grocery delivery replaces a shopping trip

Grocery delivery is used mostly by households that find a store hard to reach, and on a delivery day they usually skip the shopping trip.

Who orders grocery delivery

Share of weekday household-days with a grocery delivery, by car access



Chance a household makes a shopping trip that day

42% without a delivery → **6%** on a delivery day

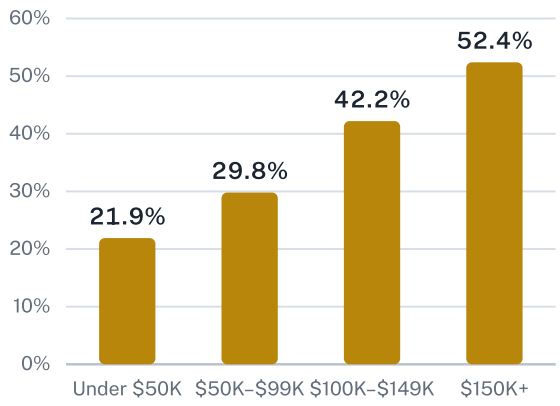
The day figure is estimated, adjusting for grocery-delivery households being more mobile in general, which hides part of the drop in a simple comparison. Eating-out trips don't change, so the effect is specific to shopping.

4 Package delivery does not

Packages track income, not car access, and don't change how often a household shops.

Who receives packages

Share of weekday household-days with a package at home, by income



Chance a household makes a shopping trip that day

26.1% on days without a package → **27.8%** on package days

Based on 624 households that had some days with a package and some without.

Comparing a household with itself removes income, car access and how active the household is. Comparing different households instead shows a small spurious increase: busier households both shop more and order more.

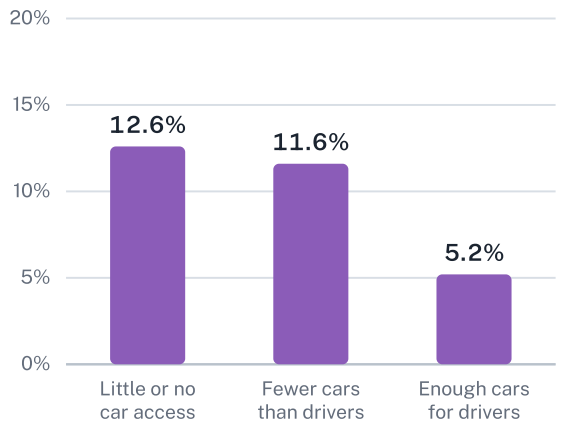
5 Meal delivery doesn't replace eating out

Takeout delivery is ordered like groceries — most by households with little car access — and falls steadily with age. But it behaves like packages: it doesn't change how often a household eats out.

ITEM 6

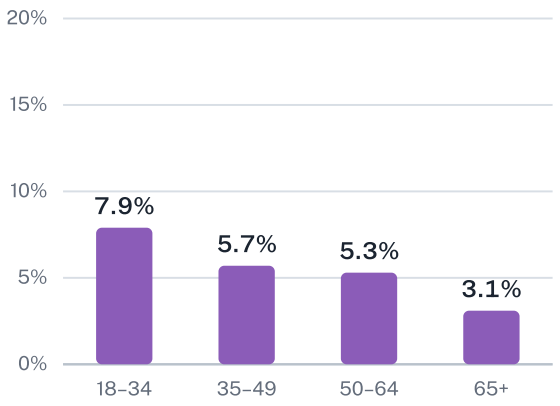
Who orders meal delivery

Share of weekday household-days with a meal delivery, by car access



By the person's own age

Share of adult weekday person-days with a meal delivery



Share of household-days with a meal delivery

7.4% → **3.4%**

no one 65+ at home → someone 65+ at home

The largest household-makeup effect found; it holds after car access, income and size.

Chance a household eats out that day

16.7% → **20.8%**

on days without meal delivery → on meal-delivery days

Based on 202 households that had some days with meal delivery and some without.

A grocery run is an errand, so delivery stands in for it. Eating out is often an outing in its own right, and ordering in doesn't replace it.

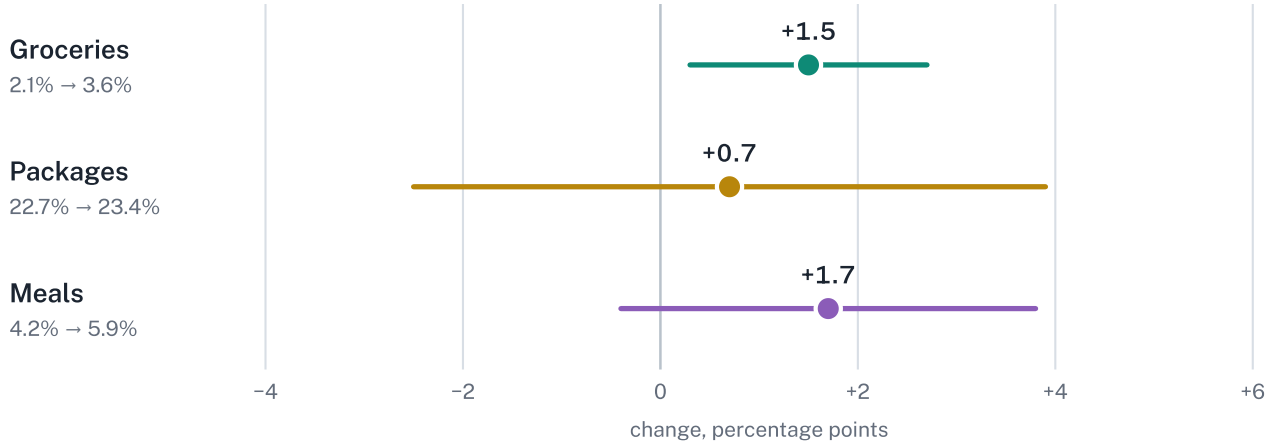
6 Work-from-home days

The survey records whether each person worked from home on each day, so a person's work-from-home days can be compared with their own other days. Grocery deliveries rise, takeout probably does, and packages don't change.

ITEM 6

Change in the chance of a delivery on a work-from-home day

The same 625 people on their work-from-home days vs their other days, day of week held constant. Dot = change; line = where the true change very likely lies.



Groceries and takeout both need someone at the address, and a day at home is a day one can be scheduled. Grocery's rise is clear; takeout's is likely but its range still includes zero. Households with someone working from home do receive more packages (44% of days vs 31%, weekdays, day-corrected), but not on the work-from-home days themselves: that reflects who they are, not the day. Longer working days mean fewer grocery deliveries, wherever the work happens.

7 Other patterns in who orders

- **Ride-hailing and car-sharing users** order groceries and meals roughly twice as often; the package gap is smaller, about 1.3 times (weekdays, day-corrected).
- **Children** have no effect beyond household size.
- **Apartments** receive packages on about half as many days as houses (22% vs 38%, weekdays, day-corrected).
- **Industry** makes no difference to any type.
- **Unsettled:** grocery's trip replacement looked larger in larger households and families than for people living alone, just short of significance.

Weighted shares use RSG's household expansion weight. Question wording from `HTC_Client_Codebook_v1.0.xlsx`; survey design from RSG's *Hoosier Travel Counts: Weighting Plan* (October 2025).

Memo

To: IMPO Policy Committee

From: Anna M. Gremling

Date: August 10, 2026

Re: IMPO Certification

The Indianapolis Metropolitan Planning Organization had our certification with the federal review team (Federal Highway Administration and Federal Transit Administration) on April 14 and 15th. Below is a summary of the findings.

Commendations

The following are noteworthy practices that IMPO is doing well in the transportation planning process:

1. The MPO's working partnerships with IndyGo and CIRTA are examples of strong and longstanding teamwork. The regular coordination meetings, collaborative planning studies, shared public engagement efforts, and participation in regional transit initiatives, demonstrate a commitment to supporting multimodal transportation planning and fostering regional transit coordination.
2. The regional planning roundtables hosted by IMPO are a great best practice for incorporating local community planners into the regional transportation planning process.

Recommendations

The following are recommendations that would improve the transportation planning process:

1. The MPO should consider including a notation in future MTP updates that specify comments have been reviewed and/or responded to.
2. The FRT recommends that the MPO include references to the System Performance Report webpage and the Key Performance Indicators webpage in the Performance Measure section of the MTP and related appendices.
3. The FRT recommends that IMPO enhance documentation of its transit planning and coordination activities with IndyGo and CIRTA, including how transit performance information, public and stakeholder input, and local transit plans are incorporated into the development of the MTP and TIP. This documentation would demonstrate how identified transit needs and priorities are translated into regional transportation investments and outcomes.
4. The FRT recommends that IMPO develop a strategic protocol for documenting and evaluating public participation activities and results. Documenting participation will not only provide IMPO evidence of the activity and ensuing results, but also show the public how their involvement influenced planning and

information for IMPO to evaluate progress and/or identify their problem areas that need to be addressed to achieve effective participation.

5. It is recommended that IMPO review the hyperlinks within their existing documents and on the new website to ensure they are correct and operational.
6. It is recommended that the IMPO revise the public participation plan to include and document the schedule for updating all federally required documents. For example: the public participation plan, the MTP, the TIP, Title VI procedures, among others.
7. It is recommended that the IMPO add a discussion on the effectiveness of the strategies included in the PIP (this could be an appendix or within the document).
8. It is recommended that the IMPO consider involving the SERV committee to provide input to IMPO in reviewing and updating the data dashboard.
9. It is recommended that IMPO updates their CMP to include revised telework policies affecting the transportation network and process.

Training/Technical Assistance

The following training and technical assistance are recommended to assist the MPO with improvements to the transportation planning process:

1. To support future outreach efforts, the FRT proposes that FHWA/FTA provide technical assistance to IMPO discussing best practices for reviewing and analyzing the effectiveness of public engagement strategies.

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