Policy Committee

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Date: October 21, 2026
9:00 am – 10:30 am

MIBOR Realtor Association
1912 N Meridian St, Indianapolis, IN 46202

MEETING AGENDA

1. Welcome & Introductions	Mayor Myers, City of Greenwood	5 min.

ITEMS FOR RECOMMENDATION

2.. Meeting minutes of August 19, 2026, Policy Committee Meeting	Mayor Myers, City of Greenwood	2 min.
3. 2026-2029 Transportation Improvement Program Amendments a) Memo b) Amendment c) Resolution 2026-IMPO-014 for Public Hearing	Laura Drascic, IMPO	5 min.
4. IMPO Strategic Plan a) Memo b) Strategic Plan c) Resolution 2026-IMPO-015	Anna Gremling, IMPO	7 min.

STATUS UPDATES

5. Transportation Improvement Program – Scoring Criteria Update	Jason Biernat, High Street Consulting	10 min.
6. Central Indiana Housing Preference Survey a) Memo	Brad Coffing, MIBOR	15 min.

OTHER BUSINESS

7. Reauthorization	Anna Gremling, IMPO	5 min.
8.. Adjournment	Mayor Myers, City of Greenwood	1 min.

Indianapolis Metropolitan Planning Organization Membership List

Updated: September 30, 2026

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

Proxy				
Hancock County	Gary Pool	1/1/2026	12/31/2026	Hancock County Commissioners
Proxy	*Ann Sheidler*			
Proxy				
Hendricks County	Eric Wathen	1/1/2026	12/31/2026	Hendricks County Commissioners
Proxy	*Tim Dombrosky*			
Proxy				
City of Indianapolis	Nathan Sheets	1/1/2025	12/31/2027	Mayor Joe Hogsett
Proxy				
Proxy				
Johnson County	Luke Mastin	1/1/2026	12/31/2026	Johnson County Commissioners
Proxy	*Daniel Johnston*			
Proxy				
City of Lawrence	Deb Whitfield	1/1/2026	12/31/2026	Mayor Deb Whitfield
Proxy	*Jim Perron*			
Proxy				
City of Lebanon	Matt Gentry	1/1/2025	12/31/2025	County Commissioners
Proxy				
Proxy				
Town of McCordsville	Timm Gropp	1/1/2026	12/31/2026	McCordsville Town Council
Proxy	*Ryan Crum*			
Proxy	*Mark Witsman*			
Town of Mooresville	Mark Mathis	1/1/2025	12/31/2025	Mooresville Town Council
Proxy				
Proxy				
Morgan County	Eddie Fisher	1/1/2026	12/31/2026	Morgan County Commissioners
Proxy	*Charles Wilson*			
Proxy	*Kyle Swalls*			
Town of New Palestine	Stephen Pool	1/1/2025	12/31/2025	New Palestein Town Council
Proxy				
Proxy				
City of Noblesville	Chris Jenson	1/1/2026	12/31/2026	Mayor Chris Jensen
Proxy	*Matt Light*			
Proxy	*Alison Krupski*			
Town of Pittsboro	Jason Love	1/1/2025	12/31/2025	Pittsboro Town Council
Proxy				
Proxy				
Town of Plainfield	Andrew Klinger	1/1/2026	12/31/2026	Plainfield Town Council
Proxy	*Scott Singleton*			
Proxy				
Shelby County	Desiree Calderella	1/1/2025	12/31/2025	Shelby County Commissioners
Proxy				
Proxy				
City of Southport	Jim Cooney	1/1/2025	12/31/2025	Mayor Jim Cooney

Proxy	*Alissa Newhouse*			
Proxy				
Town of Speedway	Grant Kleinhenz	1/1/2026	12/31/2026	Speedway Town Council
Proxy	*Vince Noblet*			
Proxy				
City of Westfield	Scott Willis	1/1/2026	12/31/2026	Mayor Scott Willis
Proxy	*John Nail*			
Proxy				
Town of Whiteland	Jess Jones	1/1/2026	12/31/2026	Whiteland Town Council
Proxy				
Proxy				
Town of Whitestown	Todd Barker	1/1/2026	12/31/2026	Whitestown Town Council
Proxy	*Sri Venugopalan*			
Proxy				
City of Zionsville	Lance Lantz	1/1/2026	12/31/2026	Mayor John Stehr
Proxy	*Brad Meriwether*			
Proxy	*George Lawis*			

Partners (Voting)	Policy Committee	Term Start	Term End	Appointing Authority
IndyGo	Jennifer Pyrz	1/1/2026	12/31/2026	IndyGo Board of Directors
Proxy	*Cameron Radford*			
Proxy	*Ryan Wilhite*			
Proxy				
CIRTA	Christine Altman	1/1/2025	12/31/2025	CIRTA Board of Directors
Proxy	*Jennifer Gebhard*			
Proxy	*Amanda Meyer*			
IAA	Drew Genneken	1/1/2025	12/31/2025	
Proxy				
INDOT	Valerie Cockrum	1/1/2026	12/31/2026	
Proxy	*Jennifer Beck*	1/1/2026	12/31/2026	
Proxy				
Ports of Indiana	Jody Peacock	1/1/2025	12/31/2025	
Proxy				

Partners (Non-Voting)	Policy Committee	Term Start	Term End	Appointing Authority
FHWA	Erica Tait	N/A	N/A	N/A
Proxy				
FTA	Susan Weber	N/A	N/A	N/A
Proxy				
IDEM	Shawn Seals	N/A	N/A	N/A
Proxy				

Indianapolis Metropolitan Planning
Organization Transportation Policy
Committee Meeting Minutes August 19, 2026
9:00 a.m.
MIBOR 1912 N Meridian St, Indianapolis, IN 46202

Committee Members

X= Present (blank) = Absent

X	Boone County	Michael Goralski	X	City of Lawrence	James Perron
	Hancock County	Gary Pool	X	Town of McCordsville	Ryan Crum
	Morgan County	Justin Schneck		Town of Mooresville	Mark Mathis
X	Hamilton County	Brad Davis		Town of New Palestine	Stephen Pool
X	Hendricks County	Tim Dombrosky	X	City of Noblesville	Alison Krupski
	Johnson County	Luke Mastin		Town of Pittsboro	Steve Maple
	Shelby County	Desiree Caldarella		Town of Plainfield	Andrew Klinger
X	Town of Avon	Ryan Cannon		City of Southport	Jim Cooney
X	Town of Bargersville	Dax Norton	X	Town of Speedway	Grant Kleinhenz
X	City of Beech Grove	James Coffman		City of Westfield	John Nail
	Town of Brooklyn	Karen Howard	X	Town of Whiteland	Carmen Young
	Town of Brownsburg	Shawn Pabst		Town of Whitestown	Todd Barker
	City of Carmel	Sure Finkam	X	Town of Zionsville	Brad Meriwether
	Town of Cicero	Chad Amos	X	IndyGo	Ryan Wilhite
	Town of Cumberland	Ben Lipps	X	CIRTA	Christine Altman
X	Town of Danville	Mark Morgan	X	INDOT	Jennifer Beck
X	City of Fishers	Hatem Mekky		Indianapolis Airport Authority	Drew Genneken
X	City of Franklin	Steve Barnett		Ports of Indiana	Jody Peacock
X	City of Greenfield	Glen Marrow		FHWA	Erica Tait
	City of Greenwood	Mark Myers		FTA	Cecilia Crenshaw
X	City of Indianapolis	Nathan Sheets		IDEM	Shawn Seals
	Hamilton County	Bradley Davis			
	Morgan County	Kyle Swalls			

Others Present

Sean Northup - Indianapolis MPO	Jayson Watt - Fishbeck
Krystin Sanchez – Indianapolis MPO	Jeff Hill – A & F Engineering
Andrea Miller – Indianapolis MPO	Jarvis Jointer - JQOL
Joti Martin – Indianapolis MPO	Jason Taylor – Burgess & Niple
Laura Drascic – Indianapolis MPO	Huck Lewis – Lochmueller Group
Jen Higginbotham – Indianapolis MPO	Nick Badman - DPW
Jennifer Krull – Indianapolis MPO	Brandon Burgoa - INDOT
Nicole Black - GAI	Ericka Miller - HDR
Amanda Meyer - CIRTA	Greg Budd - JQOL

1. WELCOME

Mayor Barnett called the meeting to order at 9:00am and asked attendees to introduce themselves.

ITEMS FOR APPROVAL

2. *MINUTES FROM JUNE 17, 2026, JOINT-POLICY AND TECH COMMITTEE MEETING*

Mayor Barnett asked if there were any changes to the proposed minutes and heard none.

Boone County	APPROVE	Town of Avon	APPROVE
City of Beech Grove	APPROVE	Town of Bargersville	APPROVE
City of Fishers	APPROVE	Town of Danville	APPROVE
City of Franklin	APPROVE	Town of McCordsville	APPROVE
City of Greenfield	APPROVE	Town of Speedway	APPROVE
City of Indianapolis	APPROVE	Town of Whiteland	APPROVE
City of Lawrence	APPROVE	Town of Zionsville	APPROVE
City of Noblesville	APPROVE	IndyGo	APPROVE
Hamilton County	APPROVE	CIRTA	APPROVE
Hendricks County	APPROVE	INDOT	APPROVE

James Perron moved to approve the June 17, 2026, Joint Transportation Committee meeting minutes.
Carmen Young seconded the motion. A voice call was conducted.
The June 17, 2026, Joint Transportation Committee meeting minutes. MOTION PASSES.

3. *MINUTES FROM APRIL 15, 2026, POLICY COMMUNITY MEETING*

Mayor Barnett asked if there were any changes to the proposed minutes and heard none.

Boone County	APPROVE	Town of Avon	APPROVE
City of Beech Grove	APPROVE	Town of Bargersville	APPROVE
City of Fishers	APPROVE	Town of Danville	APPROVE
City of Franklin	APPROVE	Town of McCordsville	APPROVE
City of Greenfield	APPROVE	Town of Speedway	APPROVE
City of Indianapolis	APPROVE	Town of Whiteland	APPROVE
City of Lawrence	APPROVE	Town of Zionsville	APPROVE
City of Noblesville	APPROVE	IndyGo	APPROVE
Hamilton County	APPROVE	CIRTA	APPROVE
Hendricks County	APPROVE	INDOT	APPROVE

James Perron moved to approve the April 15, 2026, PolicyTransportation Committee meeting minutes.
Ryan Wilhite seconded the motion. A voice call was conducted.
The April 15, 2026, Policy Transportation Committee meeting minutes. 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.

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

Boone County	APPROVE	Town of Avon	APPROVE
City of Beech Grove	APPROVE	Town of Bargersville	APPROVE
City of Fishers	APPROVE	Town of Danville	APPROVE
City of Franklin	APPROVE	Town of McCordsville	APPROVE
City of Greenfield	APPROVE	Town of Speedway	APPROVE
City of Indianapolis	APPROVE	Town of Whiteland	APPROVE
City of Lawrence	APPROVE	Town of Zionsville	APPROVE
City of Noblesville	APPROVE	IndyGo	APPROVE
Hamilton County	APPROVE	CIRTA	APPROVE
Hendricks County	APPROVE	INDOT	APPROVE

James Perron *moved to approve Resolution #26-IMPO-010*
Ryan Wilhite *seconded the motion. A voice vote was conducted.*
Resolution #26-IMPO-010 was approved.
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.

Mayor Barnett opened a public hearing for Resolution 2026-IMPO-009, heard no comments, and closed the public hearing.

Boone County	APPROVE	Town of Avon	APPROVE
City of Beech Grove	APPROVE	Town of Bargersville	APPROVE
City of Fishers	APPROVE	Town of Danville	APPROVE
City of Franklin	APPROVE	Town of McCordsville	APPROVE
City of Greenfield	APPROVE	Town of Speedway	APPROVE
City of Indianapolis	APPROVE	Town of Whiteland	APPROVE
City of Lawrence	APPROVE	Town of Zionsville	APPROVE
City of Noblesville	APPROVE	IndyGo	APPROVE
Hamilton County	APPROVE	CIRTA	APPROVE
Hendricks County	APPROVE	INDOT	APPROVE

James Perron moved to approve Resolution 2026-IMPO-009 (Exempt)
Carmen Young seconded the motion. A voice call was conducted.

Resoliution 2026-IMPO-009 approved. MOTION PASSES.

Mayor Barnett opened a public hearing for Resolution 2026-IMPO-011, heard no comments, and closed the public hearing.

Boone County	APPROVE	Town of Avon	APPROVE
City of Beech Grove	APPROVE	Town of Bargersville	APPROVE
City of Fishers	APPROVE	Town of Danville	APPROVE
City of Franklin	APPROVE	Town of McCordsville	APPROVE
City of Greenfield	APPROVE	Town of Speedway	APPROVE
City of Indianapolis	APPROVE	Town of Whiteland	APPROVE
City of Lawrence	APPROVE	Town of Zionsville	APPROVE
City of Noblesville	APPROVE	IndyGo	APPROVE
Hamilton County	APPROVE	CIRTA	APPROVE
Hendricks County	APPROVE	INDOT	APPROVE

James Perron moved to approve Resolution 2026-IMPO-0011 (Non-Exempt)
Carmen Young seconded the motion. A voice call was conducted.

Resolution 2026-IMPO-011 approved. 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).

Mayor Barnett opened a public hearing for Resolution 2026-IMPO-012, heard no comments, and closed the public hearing.

Boone County	APPROVE	Town of Avon	APPROVE
City of Beech Grove	APPROVE	Town of Bargersville	APPROVE
City of Fishers	APPROVE	Town of Danville	APPROVE
City of Franklin	APPROVE	Town of McCordsville	APPROVE
City of Greenfield	APPROVE	Town of Speedway	APPROVE
City of Indianapolis	APPROVE	Town of Whiteland	APPROVE
City of Lawrence	APPROVE	Town of Zionsville	APPROVE
City of Noblesville	APPROVE	IndyGo	APPROVE
Hamilton County	APPROVE	CIRTA	APPROVE
Hendricks County	APPROVE	INDOT	APPROVE

James Perron moved to approve Resolution 2026-IMPO-012
James Coffman seconded the motion. A voice call was conducted.

Resolution 2026-IMPO-012 approved. MOTION PASSES.

7. ***SPECIAL RESOLUTION***

Sean Northup read aloud Resolution 2026-IMPO-013. This resolution is for the retirement of Andrew Swenson after 40(+) years with the City of Indianapolis and the Indianapolis Metropolitan Planning Organization. Jamen Perron asked if Andy was at the meeting and Sean Northup responded he was not, but this would be presented to him at the retirement open house later in September at the IMPO. Andrew's last day with the Indianapolis Metropolitan Planning Organization will be September 30, 2026.

Boone County	APPROVE	Town of Avon	APPROVE
City of Beech Grove	APPROVE	Town of Bargersville	APPROVE
City of Fishers	APPROVE	Town of Danville	APPROVE
City of Franklin	APPROVE	Town of McCordsville	APPROVE
City of Greenfield	APPROVE	Town of Speedway	APPROVE
City of Indianapolis	APPROVE	Town of Whiteland	APPROVE
City of Lawrence	APPROVE	Town of Zionsville	APPROVE
City of Noblesville	APPROVE	IndyGo	APPROVE
Hamilton County	APPROVE	CIRTA	APPROVE
Hendricks County	APPROVE	INDOT	APPROVE

James Perron moved to approve Resolution 2026-IMPO-013
Ryan Wilhite seconded the motion. A voice call was conducted.

Resolution 2026-IMPO-013 approved. MOTION PASSES

STATUS UPDATES

8. ***MAXIMIZING THE VALUE OF LAND***

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

9. IMPO FHWA/FTA CERTIFICATION

Sean Northup discussed the certification highlights. There were zero corrective actions, 9 recommendations and two commendations.

10. STRATEGIC PLAN

Sean Northup commented on the work done on this has included surveys, 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.

11. EXECUTIVE COMMITTEE BYLAWS

Sean Northup mentions Cumberland will be part of this discussion.

12. ADJOURNMENT

Mayor Barnett moved to adjourn the meeting at 9:58 a.m.

James Perron moved to approve the adjournment of the August 19, 2026 Policy Committee Meeting.
Ryan Wilhite seconded the motion. A voice call was conducted.
Adjournment approved. MOTION PASSES

Memo

To: Indianapolis MPO Policy Committee Members

From: Laura Drascic , IMPO

Date: October 14th, 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 16 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 from $5,015,867 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.

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

	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			Quadrant Roadway at Ronald Reagan & US 40			$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%		

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

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

Memo

To: Transportation Policy Committee

From: Sean Northup, IMPO Deputy Director

Date: October 13, 2026

Re: 2026 MPO-MIBOR Central Indiana Community Preference Survey

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Since 2012, the Indianapolis Metropolitan Planning Organization (IMPO) has partnered with the Metropolitan Indianapolis Board of REALTORS® (MIBOR) and the National Association of REALTORS® (NAR) to conduct the Central Indiana Community Preference Survey every four years.

The survey examines what residents value in their communities, where they would ideally like to live, their housing preferences, and their satisfaction with neighborhood amenities and quality of life. Four rounds of statistically significant survey results (2012, 2018, 2022, and 2026) provide a valuable perspective on how regional preferences and conditions have changed over time.

The survey provides useful information for REALTORS®, planners, homebuilders, elected officials, and local communities seeking to better understand the types of housing and neighborhoods that current Central Indiana residents want. It also helps inform regional conversations about land use, transportation investment, housing affordability, and economic development.

The IMPO contributes just 25% of the total survey cost, with NAR funding 50% and MIBOR funding the remaining 25%. Beyond the value of the research itself, this longstanding partnership has been an excellent opportunity to build trust, strengthen relationships, and collaborate with MIBOR, one of the region's important partners.

Key Findings

Housing affordability has become a major regional concern. Satisfaction with housing affordability increased from 46% in 2012 to 53% in 2018, before falling sharply to 34% in 2022 and just 21% in 2026. Affordability also rose 10 percentage points in importance in 2026, becoming the second most important community characteristic behind public safety.

Housing preferences have remained remarkably consistent. In 2012, 72% of residents preferred a detached single-family home. In 2026, 74% expressed that preference. Despite growing interest in alternative housing types, single-family homes remain the region's dominant preference.

Residents want more walkable, mixed-use communities. In 2012, residents were nearly evenly divided between walkable, mixed-use neighborhoods (48%) and houses-only neighborhoods requiring driving (46%). The 2026 results show a similar split of 43% and 42%, respectively. This persistent preference suggests that walkability is not a passing trend, but an enduring component of regional housing demand.

Single-family housing and walkability are not mutually exclusive. While nearly three-quarters of residents prefer single-family homes, a substantial portion also want shops, restaurants, parks, and other destinations within walking distance. Residents increasingly benefit from communities that bring everyday destinations closer together and provide safe, convenient walking and biking connections.

The gap between existing and preferred communities has been evident since the first survey. In 2012, only 43% of respondents lived in their preferred type of community. Mixed-use suburban neighborhoods were particularly underserved, with 29% preferring that setting compared with 19% living in one. These findings reinforce the importance of offering a broader range of neighborhood types.

Core community priorities remain consistent. Public safety, schools, housing affordability, parks, and neighborhood amenities have remained important considerations across survey cycles. The most significant recent change is not necessarily what residents value, but their declining satisfaction with housing affordability.

Next Steps

The IMPO will continue sharing the 2026 findings with local governments, regional stakeholders, and partner organizations to inform planning and development decisions.

In 2027, the IMPO plans to prepare a longitudinal report examining findings from all four surveys, highlighting changes in resident preferences, persistent gaps between desired and available community types, and implications for housing, land use, and transportation planning.

The goal is to move beyond simply documenting community preferences and help local governments use this information to guide policies, investments, and development decisions that better reflect how Central Indiana residents want to live.

Results from all surveys are available at indympo.gov/regional-insights/cps/. For more information, please reach out to Sean Northup, IMPO Deputy Director, at 317-327-5149 or sean.northup@indympo.gov.