



*Hybrid In-Person and Virtual Meeting*

Ball State CAP: Indy

25 North Pine Street

Indianapolis, IN 46202

February 2, 2022

9:00 am – 11:00 am

Call in: 312-626-6799

Meeting ID: 883 0265 2983

Passcode: 47864271

### MEETING AGENDA

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

### ITEMS FOR RECOMMENDATION

- |   |                        |         |
|---|------------------------|---------|
| 2. Minutes from October 6, 2021 Technical Committee Meeting           | Anna Gremling, IMPO    | 2 min.  |
| 3. Minutes from December 15, 2021 Joint Committee Meeting             | Anna Gremling, IMPO    | 2 min.  |
| 4. Metropolitan Transportation Plan Amendment                         | Jen Higginbotham, IMPO | 5 min.  |
| a. Memo   |                        |         |
| b. Resolution 22-IMPO-003   |                        |         |
| 5. Indianapolis Regional Transportation Improvement Program Amendment | Cole Jackson, IMPO     | 10 min. |
| a. Allocation Update  |                        |         |
| b. Memo   |                        |         |
| c. Resolution 22-IMPO-001   |                        |         |
| 6. 2024-2025 Project Recommendations                                  | Kristyn Sanchez, IMPO  | 10 min. |
| a. Memo   |                        |         |
| b. Resolution 22-IMPO-002   |                        |         |

### STATUS REPORTS

- |                              |  |         |
|------------------------------|--|---------|
| 7. INDOT Freight Plan Update | Johnny Haan, The Corradino Group<br>Leslie Morgan, INDOT | 12 min. |
|------------------------------|--|---------|

### OTHER BUSINESS

- |                                       |                     |        |
|---------------------------------------|---------------------|--------|
| 8. Other Items of Business            |                     |        |
| a. Mission Statement Update           | Anna Gremling, IMPO | 5 min. |
| b. IMPO Executive Committee Elections |                     |        |
| 9. Adjournment                        | Anna Gremling, IMPO | 1 min. |

**Indianapolis Metropolitan Planning Organization  
Transportation Technical Committee Meeting Minutes  
October 6, 2021  
9:00 a.m.  
MIBOR at 1912 N. Meridian St., Indianapolis, IN 46202**

**Committee Members**

✓ = Present      (blank) = Absent      \* = Proxy

✓	Boone County	Nick Parr		City of Lawrence	Sri Venugopalan
	Hancock County	Gary Pool	✓	Town of McCordsville	Ryan Crum
✓	Morgan County	Tony Hinkle		Town of Mooresville	David Moore
	Hamilton County	Brad Davis		Town of New Palestine	Stephen Pool
✓	Hendricks County	John Ayers		City of Noblesville	Alison Krupski
	Johnson County	Neil VanTrees		Town of Pittsboro	Steve Maple
	Shelby County	Desiree Calderella	✓	Town of Plainfield	Scott Singleton
✓	Town of Avon	Steve Moor		City of Southport	Diana Bossingham
✓	Town of Bargersville	Joe Csikos	✓	Town of Speedway	Robert Wetnight
✓	City of Beech Grove	Dennis Buckley	✓	City of Westfield	John Nail
	Town of Brooklyn	Karen Howard		Town of Whiteland	Carmen Parker
	Town of Brownsburg	Jodi Dickey	✓	Town of Whitestown	Danny Powers
	City of Carmel	Jeremy Kashman	✓	Town of Zionsville	Lance Lantz
	Town of Cicero	CJ Taylor	✓	IndyGo	Ryan Willhite
	Town of Cumberland	Christine Owens	✓	CIRTA	John Seber
✓	Town of Danville	Andrew Pitcher		INDOT	Scott Bailey
✓	City of Fishers	Jason Taylor		Indianapolis Airport Authority	Drew Genneken
	City of Franklin	Mark Richards		Ports of Indiana	Jody Peacock
✓	City of Greenfield	Jason Koch		FHWA	Robert Dirks
✓	City of Greenwood	Daniel Johnston		FTA	Cecilia Crenshaw
✓	City of Indianapolis	Ericka Miller		IDEM	Shawn Seals

**Others Present**

Anna Gremling - IMPO	Jen Higginbotham - IMPO
Rose Scovel - IMPO	Annie Dixon - IMPO
Cole Jackson - IMPO	Julia Surber – VS Engineering
Jeff Hill – WSP USA	Johnathan Hawkings – student
Tom Santelli – Boone County Commissioner	

**I. WELCOME**

Anna Gremling called the meeting to order asked attendees to introduce themselves.

## ITEMS FOR APPROVAL

2. MINUTES FOR THE AUGUST 4, 2021 TRANSPORTATION TECHNICAL COMMITTEE MEETING

Anna Gremling asked for any corrections to the August 4, 2021 Technical Committee meeting minutes and heard none.

Member	Result
Boone County	Approve
Morgan County	Approve
Hendricks County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
Town of Danville	Approve
City of Fishers	Approve

Member	Result
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
City of Westfield	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve

Member	Result
IndyGo	Approve
CIRTA	Approve

\*Proxy member vote

**John Ayres** moved to approve the minutes as presented.

**Ryan Willhite** seconded the motion. A voice vote was conducted.

The August 4, 2021 Transportation Technical Committee Minutes were approved.

MOTION PASSES.

3. RECOMMENDATION OF 2050 METROPOLITAN TRANSPORTATION PLAN

**Jen Higginbotham** gave an overview of Metropolitan Transportation Plan (MTP) and changes from the previous Long Range Transportation Plan (LRTP) including updates on economic development, transportation data, land use scenario planning, resource allocation goals (will a small shift from expansion to preservation), and updated scoring criteria. The plan update resulted in a new recommended project list. **Higginbotham** then gave an overview of public comment procedures, public comments received so far, and staff responses.

Member	Result
Boone County	Approve
Morgan County	Approve
Hendricks County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
Town of Danville	Approve
City of Fishers	Approve

Member	Result
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
City of Westfield	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve

Member	Result
IndyGo	Approve
CIRTA	Approve

**Dennis Buckley** moved to recommend the 2050 Metropolitan Transportation Plan (MTP) to the IMPO Transportation Policy Committee

**Ryan Willhite** seconded the motion. A voice vote was conducted.

The 2050 MTP was recommended to the Policy Committee.

MOTION PASSES.

4. RECOMMENDATION OF TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

**Cole Jackson** gave an overview of proposed amendments to the 2020-2023 IRTIP including thirty-one local amendments and two INDOT amendments. **Jackson** stated none of the amendments affect IMPO administered funding. **Jackson** then reminded the committee of deadlines for quarterly reports and the current call for projects.

Member	Result
Boone County	Approve
Morgan County	Approve
Hendricks County	Approve
Town of Avon	Approve
Town of Bargersville	Approve

Member	Result
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve
Town of Plainfield	Approve
Town of Speedway	Approve

Member	Result
IndyGo	Approve
CIRTA	Approve

City of Beech Grove	Approve
Town of Danville	Approve
City of Fishers	Approve

City of Westfield	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve


**Dennis Buckley** moved to recommend 2020-2023 IRTIP amendments to the IMPO Transportation Policy Committee. **John Ayres** seconded the motion. A voice vote was conducted. The Transportation Technical Committee recommended 2020-2023 IRTIP amendments to the Policy Committee. MOTION PASSES.

## 5. Recommendation of the Human Services Coordinated Plan

**Annie Dixon** gave an overview of the Human Services Coordinated Plan stating the plan is intended to determine gaps and goals with a focus on elderly residents and those with disabilities. **Dixon** gave an overview of public comment opportunities and one public comment received. Dixon stated that comment resulted in one change to the plan in relation to racial equity issues. **Dixon** stated stakeholders also had comments in relation to expanding the types of employment the plan was attempting to connect residents to and **Dixon** stated that the plan was updated to address this comment's concerns. **Dixon** passed out copies of questions received which were generally broad and therefore did not result in specific changes.

Member	Result
Boone County	Approve
Morgan County	Approve
Hendricks County	Approve
Town of Avon	Approve
Town of Bargersville	Approve
City of Beech Grove	Approve
Town of Danville	Approve
City of Fishers	Approve

Member	Result
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve
Town of Plainfield	Approve
Town of Speedway	Approve
City of Westfield	Approve
Town of Whitestown	Approve
Town of Zionsville	Approve

Member	Result
IndyGo	Approve
CIRTA	Approve

**Jason Taylor** moved to recommend the human coordinated services plan as updated. **John Nail** seconded the motion. A voice vote was conducted. The Transportation Technical Committee recommended approval of the Coordinated Plan to the Policy Committee. MOTION PASSES.

## STATUS REPORTS

### 6. REGIONAL PERFORMANCE MEASURES

**Rose Scovel** gave an overview of the 2021 regional performance measures including new three-year trend data. Scovel highlighted several findings from the study. **Scovel** stated that there are 25 minutes average of travel between regional centers and 51% of the population has access to a bikeway. **Scovel** stated that transit saw a significant reduction in ridership in 2020 though the BRT line had the strongest performance in the system. **Scovel** stated that the region's transportation cost for households remains high at 24% with significant equity gaps. **Scovel** then gave an overview of bridge condition ratings in the region, land development, grocery store access, and the trends in metrics.

### 7. FREIGHT PLAN

**Anna Gremling** introduced the Freight Plan. Jen Higginbotham gave an overview of staff and consultant progress on the plan.

## OTHER ITEMS OF BUSINESS

### 8. OTHER ITEMS OF BUSINESS

**Anna Gremling** stated a draft of the Bike Amenity map has been released. **Jen Higginbotham** stated the map includes the location of bike routes and amenities in the region. Higginbotham stated the map will be updated regularly.

## ADJOURNMENT

**Jason Taylor** moved to adjourn the October 6, 2021 Transportation Technical Committee meeting.  
**Ryan Willhite** seconded the motion. A voice call was conducted.  
The October 6, 2021 Transportation Technical Committee meeting was adjourned.  
MOTION PASSES.

DRAFT

**Indianapolis Metropolitan Planning Organization  
Joint Transportation Technical and Policy Committees Meeting Minutes  
December 15, 2021**

9:00 a.m.

Ivy Tech Community College Culinary and Conference Center  
2820 N Meridian St, Indianapolis, IN 46208  
And virtually via Zoom

**Transportation Policy Committee Members**

✓ = Present      (blank) = Absent      \* = Virtual

✓	Boone County	Tom Santelli*		City of Lawrence	Steve Collier
✓	Hancock County	Gary Pool	✓	Town of McCordsville	Tonya Galbraith*
✓	Morgan County	Don Adams		Town of Mooresville	Mark Mathis
✓	Hamilton County	Mark Heirbrandt		Town of New Palestine	Stephen Pool
✓	Hendricks County	Eric Wathen*	✓	City of Noblesville	Matt Light
✓	Johnson County	Luke Mastin*		Town of Pittsboro	Jason Love
✓	Shelby County	Desiree Calderella	✓	Town of Plainfield	Andrew Klinger
✓	Town of Avon	Ryan Cannon*		City of Southport	Jim Cooney
✓	Town of Bargersville	Joseph Csikos*	✓	Town of Speedway	Grant Kleinhenz
	City of Beech Grove	Dennis Buckley		City of Westfield	Andrew Cook
	Town of Brooklyn	Karen Howard		Town of Whiteland	Kevin McGinnis
	Town of Brownsburg	Brian Jessen	✓	Town of Whitestown	Todd A. Barker
✓	City of Carmel	Mike Hollibaugh		Town of Zionsville	Emily Styron
	Town of Cicero	CJ Taylor	✓	IndyGo	Ryan Wilhite
✓	Town of Cumberland	Christine Owens	✓	CIRTA	Christine Altman*
✓	Town of Danville	Mark Morgan	✓	INDOT	Clark Packer*
✓	City of Fishers	Jason Taylor		Indianapolis Airport Authority	Drew Genneken
✓	City of Franklin	Steve Barnett		Ports of Indiana	Jody Peacock
✓	City of Greenfield	Chuck Fewell		FHWA	Robert Dirks
✓	City of Greenwood	Mark Meyers*		FTA	Cecilia Crenshaw
✓	City of Indianapolis	David Borden		IDEM	Shawn Seals

**Transportation Technical Committee Members**

✓ = Present      (blank) = Absent      \* = Virtual

✓	Boone County	Nick Parr*		City of Lawrence	Sri Venugopalan
✓	Hancock County	Gary Pool		Town of McCordsville	Ryan Crum
✓	Morgan County	Anthony Hinkle	✓	Town of Mooresville	David Moore
	Hamilton County	Brad Davis		Town of New Palestine	Stephen Pool
✓	Hendricks County	John Ayers	✓	City of Noblesville	Alison Krupski*
	Johnson County	Neil VanTrees		Town of Pittsboro	Steve Maple
✓	Shelby County	Desiree Calderella	✓	Town of Plainfield	Scott Singleton
✓	Town of Avon	Steve Moore*		City of Southport	Diana Bossingham
✓	Town of Bargersville	Joe Csikos		Town of Speedway	Robert Wetnight
	City of Beech Grove	Dennis Buckley		City of Westfield	John Nail
	Town of Brooklyn	Karen Howard		Town of Whiteland	Carmen Parker
	Town of Brownsburg	Jodi Dickey	✓	Town of Whitestown	Danny Powers*
✓	City of Carmel	Jeremy Kashman		Town of Zionsville	Lance Lantz
	Town of Cicero	CJ Taylor	✓	IndyGo	Ryan Wilhite
✓	Town of Cumberland	Christine Owens	✓	CIRTA	John Seber
	Town of Danville	Andrew Pitcher		INDOT	Scott Bailey
✓	City of Fishers	Jason Taylor		Indianapolis Airport Authority	Drew Genneken
✓	City of Franklin	Mark Richards		Ports of Indiana	Jody Peacock
✓	City of Greenfield	Jason Koch		FHWA	Robert Dirks
	City of Greenwood	Daniel Johnston		FTA	Cecilia Crenshaw
✓	City of Indianapolis	David Borden		IDEM	Shawn Seals

**Others Present**

Anna Gremling – Indianapolis MPO	Annie Dixon – Indianapolis MPO
Steve Cunningham – Indianapolis MPO*	Cole Jackson – Indianapolis MPO
Jen Higginbotham – Indianapolis MPO	Sean Northup – Indianapolis MPO
Kristyn Sanchez – Indianapolis MPO*	Rose Scovel – Indianapolis MPO
Nick Badman – Indianapolis MPO*	Jennifer Dunn – Indianapolis MPO
Charlie Richardson – Rethink Coalition	Mike Holowaty – INDOT
Taylor Firestine – Health by Design	Benito Perez – Transportation for America*
Marsha Craney-Blevins – GAI Consultants	Amy Curtis – Etica Group
Mike McBride – American Structurepoint	Kate Zale – EMCS Inc
Meg Storrow - SKA	Dave Henkle – Lochmueller Group
Craig Park – USI Consultants	Johnny Gettings – Walker Consultants*
Greg Budd – Lochmueler Group	Jeff Hill
Shawn Pabst*	Shawn Strange*
Tim Dombrosky*	Trent Newport*
Annette Darrow*	Ben Lipps*
Shane Williams*	

**1. WELCOME**

**Andrew Cook** called the meeting to order and introduced **Anna Gremling** who ask for attendance via roll call. Attendees introduced themselves in-person and virtually via Zoom.

## ITEMS FOR APPROVAL

### 1. BYLAWS

**Annie Dixon** introduced proposed bylaw changes that would reduce quorum for committees from 20 members to 15 members for normal business. **Dixon** stated that future changes to bylaws would still require 20 members and 20 affirmative votes for approval. **Dixon** asked for questions and heard none.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Shelby County	Approve
Town of Avon	Approve
Town of Bargersville	Approve

Member	Result
City of Carmel	Approve
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve

Member	Result
City of Noblesville	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
IndyGo	Approve
CIRTA	Approve

*Jason Taylor moved to approve Resolution #21-IMPO-022*  
*Ryan Wilhite seconded the motion. A voice vote was conducted.*  
*Resolution #21-IMPO-022 was approved.*  
**MOTION PASSES.**

### 2. Metropolitan Transportation Plan (Tabled at 10/20/21 Meeting)

**Andrew Cook** asked for a motion to remove the item from the table.

*Christine Altman moved to remove the item from the table*  
*Mark Meyers seconded the motion. A voice vote was conducted.*  
*The item was removed from the table*  
**MOTION PASSES.**

**Jen Higginbotham** gave an overview of the proposed 2050 Metropolitan Transportation Plan. **Higginbotham** introduced changes and accomplishments since the 2045 LRTP including transit, economic development, and regional activity center information. **Higginbotham** then gave an overview of changes from the last plan including new data, performance measures, project tracking, plan linkages, conclusions, and recommendations with an increased focus on safety. **Higginbotham** then stated that spending goals were updated to reduce 5% from spending goals from road expansion to pavement and bridge preservation. She continued stating the plan also updates some of the scoring criteria in relation to newly available data and moved some scoring weight from functional classification to freight and also updated safety scoring criteria. **Higginbotham** stated after projects were scored an LPA caught an error that has been fixed in this version of the document. **Higginbotham** finished her presentation with a brief overview of public comments.

**Andrew Cook** opened a public hearing and asked for comments.

**Taylor Firestine** from Health by Design (615 N Alabama St Suite 119, Indianapolis, IN 46204) introduced himself. Firestine expressed appreciation for the clear document design, linkages to other plans, means of engaging stakeholders, and the adjustment or the resource allocation goals for safety and preservation. **Firestine** continued stating the plan still falls short to address the paradigm shift needed to address the unprecedented rise in motor vehicles involving vulnerable road users, compounding expense of roadway expansion over preservation, and the public health and environmental costs of business as usual. **Firestine** stated these are not new concerns but are shared with renewed urgency. **Firestine** suggested the plan should focus on preservation over the expansion which may burden future tax-payers and there is an urgent need to address the need of vulnerable road users who have seen a rapid rise in fatalities locally and nationally. **Firestine** cited information from the IMPO crash dashboard showing a nearly 50% increase in vehicle crashes, a 73% increase in cyclist crashes, and a 42% increase in pedestrian crashes between 2015-2020. **Firestine** stated in the same period there was a 47% increase in incapacitating or serious injuries and a 53% increase in fatal crashes. **Firestine** continued stating that as transportation professionals, we must respond and address underlining policies that create these conditions. **Firestine** encouraged communities to invest in safety especially for people biking, walking, or taking transit, and should continue to create systems to



monitor systems. **Firestine** concluded stating funding should create a balanced system regardless of age, ability, income, or how someone chooses to travel.

**Andrew Cook** asked for additional comments and heard none then closed the public hearing.

**Higginbotham** finished her presentation with a brief overview of public comments the IMPO received for the MTP during the second public comment period, November 8-22.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Shelby County	Approve
Town of Avon	Approve
Town of Bargersville	Approve

Member	Result
City of Carmel	Approve
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve

Member	Result
City of Noblesville	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
IndyGo	Approve
CIRTA	Approve

**Ryan Willhite** moved to approve Resolution #21-IMPO-021

**Steve Barnett** seconded the motion. A voice vote was conducted.

Resolution #21-IMPO-021 was approved.

MOTION PASSES.

### 3. Transportation Improvement Program

**Anna Gremling** gave an overview of the availability of MPO federal funding and the potential impacts of the Infrastructure Investment and Jobs Act on funding availability.

**Cole Jackson** gave an overview of currently proposed amendments to the Transportation Improvement Program including 7 INDOT amendment requests and 2 local amendment requests. **Jackson** stated one local amendment request is from CIRTA which is requesting Section 5307 funds and another is from the City of Franklin asking for additional STBG funding. **Jackson** stated representatives from the City of Franklin were available to answer questions about that project. **Jackson** stated that at the last letting 5 of the 6 projects came in with high bids and that this is a state-wide trend. **Jackson** then stated quarterly reports are due by January 21 and quarterly tracking meetings will take place the week of January 31 via Zoom. **Jackson** concluded by stating the call for projects has ended and staff looks forward to discussing recommendations with the committees in January. **Jackson** then asked for questions.

**Ryan Willhite** asked for clarification concerning CIRTA funding if CIRTA had already received both pots of funding. John Seber described what each grant would be used to fund and clarified CIRTA had only secured one of the two grants. Anna Gremling clarified that only the grant CIRTA had already been awarded needed to be in the Transportation Improvement Program. Gremling clarified once CIRTA receives the other grant, the TIP could be amended at that time to incorporate the grant.

**Mark Richards** gave an explanation of the proposed amendment from the City of Franklin. **Richards** explained the City bid the project, and all bids came in much higher than the engineers had estimated. Richards explained how the City had modified the project to reduce costs and increase the local contribution. **Gary Pool** asked if there was a risk in approving an increase to the project since likely all project costs would increase. **Anna Gremling** clarified there was not a risk of losing funds by approving the increase as IMPO still falls under INDOT's "use it or lose it" policy, and there will be an influx of funds to IMPO from the recent federal legislation and spending bills.

**Andrew Cook** opened a public hearing and asked for comments and, upon hearing none, closed the public hearing.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Shelby County	Approve

Member	Result
City of Carmel	Approve
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve

Member	Result
City of Noblesville	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
IndyGo	Approve
CIRTA	Approve

Town of Avon	Approve
Town of Bargersville	Approve

City of Indianapolis	Approve
Town of McCordsville	Approve


**Mark Meyers** moved to approve Resolution #21-IMPO-023 as amended  
**Ryan Wilhite** seconded the motion. A voice vote was conducted.  
 Resolution #21-IMPO-023 was approved as amended  
 MOTION PASSES.

#### 4. **SAFETY TARGETS**

**Jennifer Dunn** gave an overview of federal safety targets, safety performance measures, and annual safety performance target setting. **Dunn** stated INDOT has set 2022 safety targets and reported them to FHWA. **Dunn** continued stating the IMPO may either support state-level safety targets or set alternative targets. **Dunn** then gave an overview of issues with 2020 data due to covid, and stated that 2018 and 2019 targets met the significant progress threshold while it appears INDOT will not meet the significant progress threshold for 2020 based on currently available estimates. **Dunn** concluded by stating the IMPO will support the safety targets set by INDOT.

**Mike Holoway** from INDOT introduced himself and gave an overview of changes in tracking, covid-19 impacts on performance, and stated fatalities had spiked to 897.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Shelby County	Approve
Town of Avon	Approve
Town of Bargersville	Approve

Member	Result
City of Carmel	Approve
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve

Member	Result
City of Noblesville	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
IndyGo	Approve
CIRTA	Approve

**Jason Taylor** moved to approve Resolution # 21-IMPO-024  
**David Borden** seconded the motion. A voice vote was conducted.  
 Resolution #21-IMPO-024 was approved as amended  
 MOTION PASSES.

#### 5. **UPWP MODIFICATION**

**Sean Northup** stated as the Indianapolis MPO closes the books on FY 2021 and begins the Annual Completion Reports, there will be a balance remaining on their Unified Planning Work Program (UPWP) purchase order. **Northup** stated the INDOT permits MPOs to apply unexpended purchase order balances to subsequent UPWPs for a period not to exceed two years. He concluded stating Resolution 21-IMPO-025 is a modification to the 2021 IMPO UPWP that will allow IMPO to seek prior approval to spend down the 2021 PO balance in FY 2022.

Member	Result
Boone County	Approve
Hancock County	Approve
Morgan County	Approve
Hamilton County	Approve
Hendricks County	Approve
Johnson County	Approve
Shelby County	Approve
Town of Avon	Approve
Town of Bargersville	Approve

Member	Result
City of Carmel	Approve
Town of Cumberland	Approve
Town of Danville	Approve
City of Fishers	Approve
City of Franklin	Approve
City of Greenfield	Approve
City of Greenwood	Approve
City of Indianapolis	Approve
Town of McCordsville	Approve

Member	Result
City of Noblesville	Approve
Town of Speedway	Approve
Town of Whitestown	Approve
IndyGo	Approve
CIRTA	Approve

*Jason Taylor moved to approve Resolution # 21-IMPO-024  
Ryan Willhite seconded the motion. A voice vote was conducted.  
Resolution #21-IMPO-024 was approved as amended  
MOTION PASSES.*

6. **OTHER ITEMS OF BUSINESS**

Anna Gremling stated there were no further announcements.

**ADJOURNMENT**

*Andrew Klingler moved to adjourn the December 15, 2021 Transportation Policy Committee meeting.  
Steve Barnett seconded the motion. A voice call was conducted.  
The December 15, 2021 Transportation Policy Committee meeting was adjourned.  
MOTION PASSES.*



# Memo

**To:** IMPO Transportation Committees  
**From:** Jen Higginbotham  
**Date:** January 25, 2022  
**Re:** 2050 Metropolitan Transportation Plan Amendment #1

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The MPO will be making an amendment to the 2050 Metropolitan Transportation Plan (MTP). This amendment will include the addition of / modification to the projects below within the overall MTP project list. The document public review period is from February 1-15, 2022. The final draft of the full document will be available for public hearing and Transportation Policy Committee review and consideration for approval at the February 16, 2022 meeting. Comments received will be shared with the Committees

This amendment meets all requirements for transportation conformity.

## Regionally Significant, Non-Exempt amendments

To be amended within the Indianapolis MPO's 2045 LRTP List of Projects and included in fiscal constraint:

- **Add Project:** INDOT (Hamilton County) – DES 1900096/1901797/2002313 – MTP # 2023 – **US 31 Limited Access Upgrade from SR 38 to 286th St** (Access Control/New Interchange); 7.6-mile project, upgrading 2 intersections to grade-separated interchanges (236th\* & 276th), adding overpasses at 2 intersections (226th & 266th) and removing US 31 access at 5 intersections and at private driveways (does not include MTP # 2019) – add to Period 1 (2020-2029) – Open to Traffic 2025 – \$53,570,388
- **\* Update Cost and Time Period:** Noblesville – DES to be assigned – MTP # 2508 – **Pleasant St Phase 1 from 10th St to River Rd** (Existing from 2 to 4 lanes; New Road + bridge over White River - 2 lanes; 1.2 miles total) – move from Period 3 (2040-2049) to Period 1 (2020-2029) – Open to Traffic 2024 – \$53,613,445 – IMPO STBG Funding
- **\* Update Cost and Time Period:** Avon - DES to be assigned – MTP # 4209 – **Dan Jones Rd Phase 3 from US 36 to CR 100 N** (from 2 to 4 lanes; 0.87 miles) – move from Period 2 (2030-2039) to Period 1 (2020-2029) – Open to Traffic 2025 – \$11,669,500 – IMPO STBG Funding
- **\*\* Update Cost and Time Period:** Johnson County – DES to be assigned – MTP # 5110 – **Smith Valley Rd from Mullinix Rd to Morgantown Rd** (from 2 to 5 lanes; 1 mile) – move from Period 3 (2040-2049) to Period 1 (2020-2029) – Open to Traffic 2026 – \$21,142,787 – Group III Funding (State - Rural STBG)

- \*\* *Update Cost and Time Period:* Johnson County – DES to be assigned – MTP # 5111 – **Smith Valley Rd from Morgantown Rd to Peterman Rd** (from 2 to 5 lanes; 1 mile) – move from Period 2 (2030-2039) to Period 1 (2020-2029) – Open to Traffic 2027 – \$30,509,433 – Group III Funding (State - Rural STBG)

\* These projects are recommended for IMPO STBG funding in the Transportation Improvement Program (TIP) SFY 2024 - 2025 Call for Projects (CFP). They are being amended to reflect the time period of actual implementation. These projects were selected and scored in the TIP CFP process using the original MTP time period scoring.

\*\* These projects are moving forward using INDOT relinquishment funding / INDOT Group III Funding and are being amended in the MTP accordingly.

If you have additional questions, please feel free to call me at 317.327.7587 or email [Jen.Higginbotham@IndyMPO.org](mailto:Jen.Higginbotham@IndyMPO.org).

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF  
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION  
APPROVING CERTAIN ACTIONS**

Resolution Number 22-IMPO-003

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

**WHEREAS**, the 2050 Metropolitan Transportation Plan is a 30-year, fiscally constrained vision for the region’s transportation goals, updated every four years; and

**WHEREAS**, changing conditions necessitate periodic updates of the MTP; and

**WHEREAS**, the proposed Amendment #1 to the 2050 MTP was made available for public comment, and comments received were provided to the Transportation Policy Committee; and

**WHEREAS**, the Transportation Improvement Program is consistent with the 2050 MTP; and

**WHEREAS**, the IMPO consulted with the Interagency Consultation Group and the IMPO anticipates, subsequent to Policy Board approval, the USDOT will find that the proposed Amendment #1 to the 2050 MTP meets transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93.

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

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

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

**SECTION 1:** That Amendment #1 to the 2050 MTP is hereby approved.

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

**SECTION 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 by a vote of \_\_\_\_ ayes and \_\_\_\_ nays this 16th day of February 2022.

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J. Andrew Cook  
Chair, Indianapolis MPO Transportation Policy Committee

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Anna M. Gremling, Executive Director  
Indianapolis Metropolitan Planning Organization

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# Indianapolis Metropolitan Planning Organization 2050 Metropolitan Transportation Plan Amendment #1 – 2022Q1

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*2050 Metropolitan Transportation Plan  
2020-2023 Transportation Improvement Program*

*DRAFT*

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## January 24, 2022

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**Prepared by:**  
Indianapolis Metropolitan Planning Organization  
200 East Washington Street, Suite 2322  
Indianapolis, Indiana 46204  
317-327-5136 | [www.IndyMPO.org](http://www.IndyMPO.org)





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- Appendix B: 2050 MTP Replacement List of Projects/Cost

## 1. Transportation Conformity

Refer to the 2022-Q1 Transportation Conformity Determination Report for Central Indiana for required federal conformity determination for this Amendment #1 to the 2050 MTP.

This amendment to the 2050 Metropolitan Transportation Plan (MTP) includes:

- addition of Indiana Department of Transportation (INDOT) project
- revision of IMPO member projects

## 2. Background

The 2050 MTP is the IMPO's 30-year vision and plan for implementation of major regional projects. The IMPO works closely with all of its local public agencies (cities, towns, and counties), as well as INDOT, local transit operators, and other relevant agencies in creating the MTP. As projects are selected for federal funding they advance to implementation, at which point they are programmed into the IMPO's 5-year Transportation Improvement Program (TIP) for study, design, and construction, provided they attain environmental permits and other necessary clearances.

## 3. Public Review and Approval Process

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The 2050 MTP Amendment #1 was made available for public review and comment from February 1, 2022 through February 15, 2022, and during a public hearing on February 16, 2022 during the IMPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

## 4. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

Amendment #1 to the 2050 MTP includes the following projects. See full updated table of 2050 MTP projects in Appendix B.

### Non-Exempt amendments to be updated within the 2050 MTP List of Projects:

- **Add Project:** INDOT (Hamilton County) – DES 1900096/1901797/2002313 – MTP # 2023 – **US 31 Limited Access Upgrade from SR 38 to 286th St** (Access Control/New Interchange); 7.6-mile project, upgrading 2 intersections to grade-separated interchanges (236th\* & 276th), adding overpasses at 2 intersections (226th & 266th) and removing US 31 access at 5 intersections and at private driveways (does not include MTP # 2019) – add to Period 1 (2020-2029) – Open to Traffic 2025 – \$53,570,388

- *Update Cost and Time Period:* Noblesville – DES to be assigned – MTP # 2508 – **Pleasant St Phase 1 from 10th St to River Rd** (Existing from 2 to 4 lanes; New Road + bridge over White River - 2 lanes; 1.2 miles total) – move from Period 3 (2040-2049) to Period 1 (2020-2029) – Open to Traffic 2024 – \$53,613,445 – IMPO STBG Funding
- *Update Cost and Time Period:* Avon - DES to be assigned – MTP # 4209 – **Dan Jones Rd Phase 3 from US 36 to CR 100 N** (from 2 to 4 lanes; 0.87 miles) – move from Period 2 (2030-2039) to Period 1 (2020-2029) – Open to Traffic 2025 – \$11,669,500 – IMPO STBG Funding
- *Update Cost and Time Period:* Johnson County – DES to be assigned – MTP # 5110 – **Smith Valley Rd from Mullinix Rd to Morgantown Rd** (from 2 to 5 lanes; 1 mile) – move from Period 3 (2040-2049) to Period 1 (2020-2029) – Open to Traffic 2026 – \$21,142,787 – Group III Funding (State - Rural STBG)
- *Update Cost and Time Period:* Johnson County – DES to be assigned – MTP # 5111 – **Smith Valley Rd from Morgantown Rd to Peterman Rd** (from 2 to 5 lanes; 1 mile) – move from Period 2 (2030-2039) to Period 1 (2020-2029) – Open to Traffic 2027 – \$30,509,433 – Group III Funding (State - Rural STBG)

Other Non-Exempt amendments within Central Indiana 9-county ozone area to be add to the regional Transportation Demand Model:

- None; as per routine procedure, the results of MCCOG's transportation demand model for Madison County will be / has been added to the IMPO's model results

The following table summarizes planned expenditures by plan period from the tables in Appendix B. In each period the projected revenue is more than the planned costs, therefore the plan is fiscally constrained.

Time Period	2020-2029	2030-2039	2040-2049	TOTAL
State Revenues	\$7.9 B	\$9.9 B	\$12.1 B	<b>\$29.9 B</b>
State Spending	\$3.0 B	\$0.2 B	\$0.0 B	<b>\$3.1 B</b>
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$3.5 B	\$4.2 B	\$5.1 B	<b>\$12.8 B</b>
Local Spending	\$1.0 B	\$0.8 B	\$0.9 B	<b>\$2.7 B</b>
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.8 B	\$1.6 B	\$2.0 B	<b>\$5.4 B</b>
IndyGo Spending	\$0.6 B	\$0.0 B	\$0.0 B	<b>\$0.6 B</b>
Fiscally Constrained	✓	✓	✓	✓

*Spending totals updated as part of this Amendment #1.*

*Source: Indianapolis MPO. All figures are rounded and in billions.*

## Appendix A – Consultation Materials

### Public Review and Comment Materials

The Indianapolis MPO made this amendment available for public review and comment between February 1, 2022 and February 15, 2022, and during a public hearing on February 16, 2022 at the Indianapolis MPO Transportation Policy Committee Meeting.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and Indianapolis Recorder
- advertised the public comment opportunity via social media accounts (Facebook and twitter)
- included the public comment opportunity in the bi-weekly teMPO e-newsletter
- sent public notice to public library branches within the region for posting

#### **Comments / questions received during the public comment period:**

- To be added

#### **Comments / questions received during the public hearing:**

- To be added

**Indianapolis Star public notice**

**To be added**

**Indianapolis Recorder public notice**

**To be added**

**Facebook Notice**

**To be added**

**Twitter Notice**

**To be added**

**Bi-Weekly Newsletter Notice**

**To be added**

## Appendix B – 2050 MTP Replacement List of Projects/Cost

Projects that have been added or revised are highlighted in grey.

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
1201	CR 875 E from Oak St to CR 550 S	Zionsville	New Road - 2 lanes	\$6,841,000	2020-2029 (E&C)
2018	131st St & SR 37 Interchange	Fishers	New Interchange Construction	\$20,056,500	2020-2029 (E&C)
2018	141st St & SR 37 Interchange	Fishers	New Interchange Construction	\$21,201,000	2020-2029 (E&C)
2018	146th St & SR 37 Interchange	Fishers	New Interchange Construction	\$23,496,500	2020-2029 (E&C)
2104	96th Street ATL + Bridge 165 Widening over Mud Creek	Fishers	Widen from 2 to 4 lanes	\$11,246,350	2020-2029 (E&C)
2112	146th Street - Phase IV Shelborne Road to Hamilton / Boone County Line	Hamilton County	Widen from 2 to 4 lanes	\$13,735,775	2020-2029 (E&C)
2122	146th St & Allisonville Rd Interchange	Hamilton County	Grade Separated Interchange	\$39,219,000	2020-2029 (E&C)
2408	Westfield Blvd Connector	Westfield	New Road - 2 lanes	\$8,673,539	2020-2029 (E&C)
2425	East Street North Extension (196th to SR 38)	Westfield	New Road - 2 lanes	\$11,681,863	2020-2029 (E&C)
2445	SR 32 from Poplar to East St.	Westfield	Widen from 2 to 4 lanes	\$15,000,000	2020-2029 (E&C)
2507	Oilo Rd from Tegler/141st St to 146th St	Noblesville	Widen from 2 to 4 lanes	\$7,800,000	2020-2029 (E&C)
3101	600 W from 300 N to CR400 N (Segment A)	Hancock County	Widen from 2 to 4 lanes	\$7,263,131	2020-2029 (E&C)
3102	600 W from 400 N to 550 N	Hancock County	Widen from 2 to 4 lanes	\$23,937,500	2020-2029 (E&C)
3106	CR 300 N from CR 600 W to CR 700 W	Hancock County	Widen from 2 to 4 lanes	\$9,335,000	2020-2029 (E&C)
3108	CR 300 N from CR 600 W/ Mount Comfort Rd to east of CR 500 W	Hancock County	Widen from 2 to 4 lanes	\$9,550,200	2020-2029 (E&C)
3112	Stinemyer Rd Connection	Hancock County	New Road Construction	\$3,164,750	2020-2029 (E&C)
4201	Dan Jones Rd from 100 S to CR 150 S	Avon	Widen from 2 to 4 lanes	\$7,637,170	2020-2029 (E&C)
4204	Dan Jones Rd from CR 100 S to Main Rd	Avon	Widen from 2 to 4 lanes	\$4,578,965	2020-2029 (E&C)
5108	Worthsville Road Connector from Griffith Rd (CR 325E) to Franklin Rd (CR 440E)	Johnson County	New Road - 2 lanes	\$4,313,210	2020-2029 (E&C)
6116	County Line Rd from SR 37 to Morgantown Rd	Indianapolis DPW	Widen from 2 to 4 lanes	\$39,590,000	2020-2029 (E&C)
6163	Market St from Pennsylvania St to Alabama St	Indianapolis DPW	Reconstruction	\$7,093,750	2020-2029 (E&C)
6165	Emerson Ave from Co Line Rd to Stop 11 Rd	Indianapolis DPW	Widen from 3 to 5 lanes	\$14,901,875	2020-2029 (E&C)
6166	Emerson Ave from Stop 11 Rd to Southport Crossing	Indianapolis DPW	Widen from 3 to 5 lanes	\$13,585,132	2020-2029 (E&C)
1002	I-65/SR 267 Interchange Modification & New Interchange at CR 550 E	INDOT	Interchange Modification / New Interchange	\$33,864,611	2020-2029 (E&C)
2019	US 31 & 236th St Interchange	INDOT	New Interchange Construction	\$22,589,885	2020-2029 (E&C)
2020	SR 32 from 19th St to Presley Dr	INDOT	Widen from 2 to 4 lanes	\$3,169,427	2020-2029 (E&C)
2021	SR 32 from East St to Mensa Rd	INDOT	Widen from 2 to 4 lanes	\$38,300,000	2020-2029 (E&C)
2022	SR 32 ATL between Cicero Creek and SR-38 W Junction	INDOT	Widen from 2 to 4 lanes	\$3,281,714	2020-2029 (E&C)

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
3002	I-70 from 1.0 mi west of Mt Comfort Rd to 1.2 mi east of SR 9	INDOT	Widen from 4 to 6 lanes	\$75,279,000	2020-2029 (E&C)
4002	US 36 From Shiloh Crossing way Rd	INDOT	Widen from 4 to 6 lanes	\$10,676,697	2020-2029 (E&C)
4005	US 36 from Shiloh Crossing to Avon Ave	INDOT	Widen from 4 to 6 lanes	\$42,116,960	2020-2029 (E&C)
5003	SR 135 (Meridian St.) from Stones Crossing to Whiteland Rd	INDOT	Widen from 2 to 5 lanes	\$16,998,941	2020-2029 (E&C)
5004	I-69 Section 6 - SR 39 to I-465 + ATL on I-465	INDOT	New Road Construction	\$1,427,636,953	2020-2029 (E&C)
5008	US 31 from S Main St to Israel Ln	INDOT	Widen from 4 to 5 lanes	\$46,004,096	2020-2029 (E&C)
6005	I-69/I-465 IM & ATL on I-69 from 2,000 ft south of 75th St to 86th St (Clear Path)	INDOT	Added Travel Lanes & Interchange Modification	\$425,000,000	2020-2029 (E&C)
6036	I-65 Safety & Efficiency Project (from I-465 to I-70 SE side)	INDOT	Widen from 6 lanes to 8 lanes	\$30,386,137	2020-2029 (E&C)
6039	North Split Interchange Modification	INDOT	Interchange Modification, Multi-Level	\$387,638,000	2020-2029 (E&C)
6042	US 36 from Raceway Rd. to Transfer Dr.	INDOT	Widen from 4 to 6 lanes	\$24,576,813	2020-2029 (E&C)
6043	I-465 NW ATL project 86th St to US 31 & Interchange Modification at I-865 and I-465	INDOT	Widen from 6 lanes to 8 lanes & Interchange Modification	\$317,400,000	2020-2029 (E&C)
9003	Red Line BRT - Marion Co.	IndyGo	Transit Enhancement Capital Projects	\$146,423,258	2020-2029 (E&C)
9006	Blue Line	IndyGo	Transit Enhancement Capital Projects	\$200,480,000	2020-2029 (E&C)
9007	Purple Line	IndyGo	Transit Enhancement Capital Projects	\$161,950,000	2020-2029 (E&C)
1302	Whitestown Pkwy from CR 475 E to Cozy Ln	Whitestown	Widen from 2 lanes to 4 lanes	\$20,814,768	2020-2029
2119	146th St & Hazel Dell Parkway	Hamilton County	New/Modified Arterial Interchange	\$43,906,394	2020-2029
2120	146th St & Gray Rd	Hamilton County	New/Modified Arterial Interchange	\$43,906,394	2020-2029
2121	146th St & Carey Rd	Hamilton County	New/Modified Arterial Interchange	\$44,499,724	2020-2029
2305	96th Str from Cumberland Rd to Fall Creek Rd	Fishers	Widen from 2 lanes to 4 lanes	\$11,439,911	2020-2029
2306	Allisonville Rd from 131st St to 146th St	Fishers	Widen from 2 lanes to 4 lanes	\$13,005,378	2020-2029
2501	Greenfield Rd from Allisonville Rd to Cumberland Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$30,216,661	2020-2029
2508	Pleasant St from 10th St to River Rd	Noblesville	Widen from 2 to 4 lanes; New Road - 2 lanes	\$53,613,445	2020-2029
2510	Pleasant St from River Rd to SR 32/Hague Rd intersection	Noblesville	New Road 2 lanes	\$24,023,836	2020-2029
4107	New road from Miles Rd/US 40 to CR 300 E/CR 350 S	Hendricks County	New Road 2 lanes	\$17,584,133	2020-2029
4203	CR 100 S (Morris St.) from Dan Jones Rd to Ronald Reagan Pkwy	Avon	Widen from 2 lanes to 4 lanes	\$18,738,429	2020-2029
4209	Dan Jones Rd from US 36 to CR 100 N	Avon	Widen from 2 lanes to 4 lanes	\$11,669,500	2020-2029
4207	Avon Ave from Northfield Dr to US 36	Avon	Widen from 2 lanes to	\$30,836,960	2020-2029

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
			4 lanes		
4208	Dan Jones Rd from CR 150 S to CR 300 S	Avon	Widen from 2 lanes to 4 lanes	\$9,563,395	2020-2029
4307	Northfield Dr from US 136 to SR 267 (SW) - New segment across White Lick Creek	Brownsburg	New Road 2 lanes	\$96,759,234	2020-2029
4308	CR 900 E from US 136 to 56th St/600 N with bridge over I-74	Brownsburg	New Road 2 lanes	\$18,217,547	2020-2029
4507	Perimeter Pkwy SW/Moon Rd from US 40 to Hadley Rd	Plainfield	Widen from 2 lanes to 4 lanes	\$12,373,620	2020-2029
4509	Ronald Reagan Pkwy from I-70 to Bradford Blvd	Plainfield	Widen from 4 lanes to 6 lanes	\$12,152,470	2020-2029
5110	Smith Valley Rd from Mullinix Rd to Morgantown Rd	Johnson County	Widen from 2 lanes to 5 lanes	\$21,142,787	2020-2029
5111	Smith Valley Rd from Morgantown Rd to Peterman Rd	Johnson County	Widen from 2 lanes to 5 lanes	\$30,509,433	2020-2029
5112	Smith Valley Rd from Peterman Rd to Restin Rd	Johnson County	Widen from 2 lanes to 5 lanes	\$11,863,415	2020-2029
5203	Smith Valley Rd from SR 135 to S Emerson Ave	Greenwood	Widen from 2 lanes to 4 lanes	\$37,207,163	2020-2029
6160	County Line Rd from Morgantown Rd to SR 135	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$30,260,000	2020-2029
6162	Ameriplex Pkwy from SR 67/Kentucky Ave to Mooresville Rd	Indianapolis DPW	New Road 4 lanes	\$37,519,561	2020-2029
4508	I-70 Interchange at CR 525 E in Hendricks County	INDOT	New/Modified Arterial Interchange	\$23,018,500	2020-2029
2023	US 31 Limited Access Upgrade from SR 38 to 286th St	INDOT	Access Control / New Interchange	\$53,570,388	2020-2029
9004	Red Line BRT - Hamilton Co.	IndyGo	Transit New Route/ Fixed Guideway	\$40,000,000	2020-2029
9005	Red Line BRT - Johnson Co.	IndyGo	Transit New Route/ Fixed Guideway	\$2,965,650	2020-2029
9008	Marion County Transit Plan Local Network Improvements - 2023	IndyGo	Transit Wholistic Network Changes	\$28,000,000	2020-2029
1107	Ronald Reagan Pkwy from CR 600 N to SR 267/I-65	Hendricks County	New Road 4 lanes	\$166,622,544	2030-2039
1203	96th St from Zionsville Rd to Hamilton Co. line	Zionsville	Widen from 2 lanes to 4 lanes	\$14,165,231	2030-2039
1208	Complete Bennett Pkwy from 96th St (east of Hoosier Village Dr) to 106th St	Zionsville	New Road 2 lanes	\$26,570,306	2030-2039
1210	Oak St from Ford Rd to Whitestown Limits (just east of Stonegate Dr)	Zionsville	Widen from 2 lanes to 4 lanes	\$47,750,906	2030-2039
2103	206th St from SR 19 to Cumberland Rd	Hamilton County	New Road 4 lanes	\$21,604,667	2030-2039
2105	206th St from Hague/Carrigan Rd roundabout to SR 19	Hamilton County	New Road 4 lanes	\$23,689,873	2030-2039
2108	146th St from SR 37 to Boden Rd	Hamilton County	Widen from 4 lanes to 6 lanes	\$26,113,407	2030-2039
2113	206th St from Cumberland Rd to SR 37	Hamilton County	Widen from 2 lanes to 4 lanes	\$25,443,656	2030-2039
2114	206th St from SR 37 to Olivo Rd	Hamilton County	Widen from 2 lanes to 4 lanes	\$25,609,368	2030-2039
2213	Towne Rd from 96th St to 116th St	Carmel	Widen from 2 lanes to 4 lanes	\$42,106,594	2030-2039



ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
2218	116th St from Michigan Rd to Shelborn Rd	Carmel	Widen from 2 lanes to 4 lanes	\$20,451,774	2030-2039
2303	106th St between Lantern Rd and Cumberland Rd	Fishers	Widen from 2 lanes to 4 lanes	\$13,218,185	2030-2039
2308	Lantern Rd from 96th St to 106th St	Fishers	Widen from 2 lanes to 4 lanes	\$24,569,200	2030-2039
2309	126th St from Cyntheanne Rd to Southeastern Pkwy & Florida Rd	Fishers	New Road 3 lanes	\$13,617,535	2030-2039
2435	Realign Towne Rd from 166th St, across Little Eagle Creek, to new SR 32 intersection east of SR 32 & Centennial Rd/31st St	Westfield	New Road 2 lanes	\$20,704,770	2030-2039
2438	Westfield Blvd from Union St/Westfield Blvd & 161st St to Poplar St & 169th St	Westfield	New Road 2 lanes	\$10,912,135	2030-2039
2505	Little Chicago Rd from SR 38 to Carrigan Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$33,011,158	2030-2039
2506	Mill Cr/Seminole Rd from 161st St to SR 38	Noblesville	Widen from 2 lanes to 3 lanes	\$56,783,887	2030-2039
3110	CR 200 W from CR 300 N to US 40	Hancock County	Widen from 2 lanes to 4 lanes	\$46,319,750	2030-2039
3305	Mt. Comfort Rd/CR 600 W from CR 600 N to CR 750 N	McCordsville	Widen from 2 lanes to 4 lanes	\$23,931,536	2030-2039
4112	CR 200 N from CR 600 E to Avon Ave	Hendricks County	New Road 2 lanes	\$10,957,688	2030-2039
4114	CR 500 N from CR 575 E to CR 400 E	Hendricks County	New Road 2 lanes	\$15,818,566	2030-2039
4202	CR 200 N (21st St) from Dan Jones Rd to Ronald Reagan Pkwy	Avon	Widen from 2 lanes to 4 lanes	\$35,683,260	2030-2039
4205	Avon Ave from CR 100 S to US 36	Avon	Widen from 2 lanes to 4 lanes	\$15,804,757	2030-2039
4206	Avon Ave from CR 300 S to CR 100 S	Avon	Widen from 2 lanes to 4 lanes	\$26,721,017	2030-2039
4504	Perimeter Pkwy NE/CR 300 S from Avon Ave to Dan Jones Rd	Plainfield	Widen from 2 lanes to 4 lanes	\$6,545,613	2030-2039
4505	Perimeter Pkwy SW/CR 600 S from Center St to Moon Rd	Plainfield	Widen from 2 lanes to 4 lanes	\$15,459,524	2030-2039
4510	Miles Rd from Miles Rd & CR 600S to CR 525 E & CR 700 S	Plainfield	New Road 2 lanes	\$14,258,114	2030-2039
4006	I-70 from 0.76 mi W of SR 39 to SR 267	INDOT	Widen from 4 lanes to 6 lanes	\$156,760,000	2030-2039
1301	CR 575 E from CR 500 S to CR 550 S/Meadowview Dr	Whitestown	New Road 4 lanes	\$29,545,283	2040-2049
2107	Olio Rd from SR 38 to SR 32	Hamilton County	New Road 4 lanes	\$39,137,068	2040-2049
2220	96th St extension from Westfield Blvd to College Ave	Carmel	New Road 2 lanes	\$31,193,174	2040-2049
2427	East St from 191st St to 196th St	Westfield	Widen from 2 lanes to 4 lanes	\$9,060,000	2040-2049
2441	Wheeler Rd from SR 32 to 186th St	Westfield	Widen from 2 lanes to 4 lanes	\$16,568,531	2040-2049
2503	191st St from Little Chicago Rd to Moontown Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$22,069,842	2040-2049
2504	Boden Rd from Greenfield Ave/146th St to SR 38	Noblesville	Widen from 2 lanes to 4 lanes	\$21,171,827	2040-2049
2509	Pleasant St from 10th St to 19th St	Noblesville	Widen from 2 lanes to 4 lanes	\$30,637,107	2040-2049

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
3113	CR 300 N from CR 400 W to SR 9	Hancock County	Widen from 2 lanes to 4 lanes	\$104,531,704	2040-2049
3301	Mt. Comfort Rd/CR 600 W from CR 800 N to CR 750 N	McCordsville	Widen from 2 lanes to 4 lanes	\$50,494,595	2040-2049
3302	Mt. Comfort Rd/CR 600 W from CR 1000 N to CR 900 N	McCordsville	Widen from 2 lanes to 4 lanes	\$21,530,690	2040-2049
4115	CR 750 S from SR 39 to CR 525 E	Hendricks County	New Road 2 lanes	\$31,447,536	2040-2049
4118	Hendricks County Rd from CR 525 E to CR 925 E	Hendricks County	Widen from 2 lanes to 4 lanes	\$39,296,162	2040-2049
4120	CR 300 E from CR 400 N to Pittsboro (CR 375 E)	Hendricks County	New Road 2 lanes	\$22,007,972	2040-2049
4121	CR 900 N from CR 275 E to CR 500 E	Hendricks County	New Road 2 lanes	\$24,641,858	2040-2049
4210	Dan Jones from CR 100 N to Northfield Dr.	Avon	Widen from 2 lanes to 4 lanes	\$20,275,617	2040-2049
4506	Perimeter Pkwy NW/Gibbs Rd from Vestal Rd to Saratoga Pkwy	Plainfield	Widen from 2 lanes to 4 lanes	\$6,186,980	2040-2049
5109	CR 450 E from Greensburg Rd to Old US 31	Johnson County	New Road 2 lanes	\$10,394,126	2040-2049
5115	Frontage Rd from Stones Crossing Rd to Olive Branch Rd	Johnson County	New Road 2 lanes	\$15,315,069	2040-2049
5116	Mullinix Rd from Smith Valley Rd to Wakefield Rd	Johnson County	New Road 2 lanes	\$32,905,334	2040-2049
5301	New Road from CR 400 N/Paul Hand Blvd & Graham Rd to CR 500 N & CR 300 E	Whiteland	New Road 2 lanes	\$75,613,734	2040-2049
6121	Southport Rd from White River to SR 37	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$54,843,159	2040-2049
6136	New road from Camby Rd/ Mooresville Rd to White River	Indianapolis DPW	New Road 4 lanes	\$92,231,029	2040-2049
6164	Henry St from Harding St to White River Pkwy W Dr	Indianapolis DPW	New Road 2 lanes	\$12,732,050	2040-2049
6168	Henry St from Kentucky Ave to Drover St across White River	Indianapolis DPW	New Road 2 lanes	\$31,445,049	2040-2049
6172	16th St/Crawfordsville Rd/Holt Rd reconfiguration/roundabout	Indianapolis DPW	New Road 4 lanes	\$38,760,960	2040-2049
1105	CR 300 S From Whitestown limits to Hamilton County Line	Boone County	Widen from 2 lanes to 4 lanes	\$26,857,323	Illustrative
2106	Olio Rd from 146th St to SR 38	Hamilton County	Widen from 2 lanes to 4 lanes	\$48,302,637	Illustrative
2115	256th St from SR 19 to Mt Pleasant Rd	Hamilton County	New Road 4 lanes	\$32,835,187	Illustrative
2116	Olio Rd from SR 32 to 206th St	Hamilton County	New Road 4 lanes	\$70,602,280	Illustrative
2117	Olio Rd from 206th St to Strawtown Ave	Hamilton County	New Road 4 lanes	\$47,065,241	Illustrative
2118	Olio Rd from Strawtown Ave to SR 37/213	Hamilton County	New Road 4 lanes	\$69,665,395	Illustrative
2402	161st St from US 31 to Spring Mill Rd	Westfield	Widen from 2 lanes to 4 lanes	\$22,147,154	Illustrative
2403	161st St from Union St to Gray Rd	Westfield	Widen from 2 lanes to 4 lanes	\$34,407,636	Illustrative
2405	Spring Mill Rd from 146th St to SR 32	Westfield	Widen from 2 lanes to 4 lanes	\$44,996,105	Illustrative
2410	161st St from Spring Mill Rd to Towne Rd	Westfield	Widen from 2 lanes to 4 lanes	\$33,795,142	Illustrative

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
2412	186th St from Wheeler Rd to Spring Mill Rd	Westfield	Widen from 2 lanes to 4 lanes	\$13,509,014	Illustrative
2413	191st St from East St to Moontown Rd	Westfield	Widen from 2 lanes to 4 lanes	\$29,275,935	Illustrative
2414	New road from 191st St & Horton Rd to 193rd St & Springmill; New road from Springmill & 191st St to Horton Rd; Roundabout at "X" intersection	Westfield	New Road 4 lanes	\$19,157,174	Illustrative
2415	191st St from Tomlinson Rd to Horton Rd	Westfield	Widen from 2 lanes to 4 lanes	\$33,064,765	Illustrative
2416	193rd St from proposed Spring Mill Rd & 191st St roundabout to Joliet Rd	Westfield	Widen from 2 lanes to 4 lanes	\$60,202,376	Illustrative
2420	Centennial Rd/31st St from north of SR 32 to proposed new Towne Rd intersection on SR 32 east of Centennial Rd/31st St	Westfield	New Road 2 lanes	\$4,728,620	Illustrative
2421	Chad Hittle Dr from 191st St to Tomlinson Rd & 186th St	Westfield	New Road 2 lanes	\$5,917,265	Illustrative
2422	Dean Rd from 169th St to 161st St	Westfield	New Road 3 lanes	\$8,926,928	Illustrative
2432	Oak Ridge from 146th St to SR 32	Westfield	Widen from 2 lanes to 3 lanes	\$35,535,147	Illustrative
2433	Spring Mill Rd from SR 32 to 191st St	Westfield	Widen from 2 lanes to 3 lanes	\$18,060,000	Illustrative
2436	Western Frontage Road from SR 38 to 216th St (west side of US 31)	Westfield	New Road 3 lanes	\$5,895,308	Illustrative
2437	Western Frontage Road from Chad Hittle Rd & 191st St to SR 38 (west side of US 31)	Westfield	New Road 2 lanes	\$29,518,440	Illustrative
2446	Hoover St from Union St to Shady Nook Rd	Westfield	New Road 2 lanes	\$15,010,000	Illustrative
2502	Allisonville Rd from 146th St to Greenfield Rd	Noblesville	Widen from 2 lanes to 4 lanes	\$54,489,617	Illustrative
3107	CR 300 N from CR 500 W to CR 400 W	Hancock County	Widen from 2 lanes to 4 lanes	\$26,054,884	Illustrative
3303	Mt. Comfort Rd/CR 600 W from CR 900 N to CR 800 N	McCordsville	Widen from 2 lanes to 4 lanes	\$21,990,295	Illustrative
3304	Mt. Comfort Rd/CR 600 W from CR 600 N to CR 500 N	McCordsville	Widen from 2 lanes to 4 lanes	\$19,948,591	Illustrative
4105	CR 100 N (10th St.) from Raceway Rd to SR 267	Avon	Widen from 2 lanes to 4 lanes	\$55,302,763	Illustrative
4108	CR 100 N from CR 200 E to CR 500 E	Hendricks County	Widen from 2 lanes to 4 lanes	\$35,044,823	Illustrative
4109	CR 100 S from CR 300 E to CR 400 E	Hendricks County	New Road 2 lanes	\$5,683,183	Illustrative
4111	CR 200 N from CR 225 E to CR 475 E	Hendricks County	New Road 2 lanes	\$21,901,909	Illustrative
4113	CR 200 S from CR 225 E to CR 300 E	Hendricks County	New Road 2 lanes	\$8,449,647	Illustrative
4116	CR 950 N from CR 800 E to CR 925 E	Hendricks County	New Road 2 lanes	\$14,380,309	Illustrative
4117	CR 300 E from CR 350 S to CR 200 N	Hendricks County	Widen from 2 lanes to 4 lanes	\$38,571,401	Illustrative
4303	CR 625 E / Witham Rd from Northfield Dr to CR 800 N with bridge over I-74	Brownsburg	New Road 4 lanes	\$30,734,830	Illustrative
5103	Clark School Rd from Franklin Rd to east of Harvey Road	Johnson County	New Road 2 lanes	\$20,452,388	Illustrative
5104	CR 144 from I-69 to Whiteland Rd	Johnson County	Widen from 2 lanes to	\$56,704,122	Illustrative

ID	Description	Sponsor	Improvement Type	Total Project Cost	Time Period
			4 lanes		
5113	Whiteland Rd from Saddle Club Rd to SR 135	Johnson County	Widen from 2 lanes to 4 lanes	\$20,089,438	Illustrative
5114	CR 144 from Whiteland Rd to SR 135	Johnson County	Widen from 2 lanes to 4 lanes	\$48,231,276	Illustrative
6102	79th St from Fall Creek Rd to Sunnyside Rd	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$22,796,213	Illustrative
6170	Hague Rd from 82nd St to 96th St	Indianapolis DPW	Widen from 2 lanes to 4 lanes	\$38,495,765	Illustrative
6171	86th St from Center Run Dr to Bash St	Indianapolis DPW	New Road 2 lanes	\$12,310,534	Illustrative

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# Transportation Conformity Determination Report Central Indiana

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*Boone, Hamilton, Hancock, Hendricks,  
Johnson, Madison, Marion, Morgan, and Shelby Counties*

*– Indianapolis Metropolitan Planning Organization –  
– Indiana Department of Transportation –*

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## 2022-Q1 | January 24, 2022

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**Prepared by:**

Indianapolis Metropolitan Planning Organization  
200 East Washington Street, Suite 2322  
Indianapolis, Indiana 46204  
317-327-5136 | [www.IndyMPO.org](http://www.IndyMPO.org)



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## 1. Overview

As part of its transportation planning process, the Indianapolis Metropolitan Planning Organization (IMPO) completed the transportation conformity process for the Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) for the 9-county Central Indiana 1997 NAAQS region. This report documents that the following MTPs and TIPs meet the federal transportation conformity requirements in 40 CFR Part 93.

- Indianapolis Metropolitan Planning Organization ([indympo.org](http://indympo.org))
  - [2050 MTP](#) (Specifically Proposed Amendment #1's current list of projects)
  - [2020-2023 IRTIP 2022 Q1 Amendment \(MiTIP\)](#)
- Madison County Council of Governments ([mccog.net](http://mccog.net))
  - [2045 MTP](#) (Approved October 1, 2020)
  - [2022-2026 TIP](#) (Current through August 20, 2021)
- Columbus Area Metropolitan Planning Organization
  - Regarding this particular region, in 2014 the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "In 2010, the IMPO's Metropolitan Planning Area (MPA) was expanded to include the two townships that [were] part of the Columbus UZA... **This expansion removed the CAMPO from the central Indiana air quality conformity process.**" "For the two townships in Johnson/Shelby counties, IMPO will continue to perform applicable air quality conformity determinations."

## 2. Background

MPOs work closely with their local public agencies (cities, towns, and counties), as well as the Indiana Department of Transportation (INDOT), local transit operators, fellow MPOs, and other relevant agencies in creating their MTPs. As projects are selected for federal funding they advance to implementation, at which point they are programmed into MPOs' 5-year TIPs for study, design, and construction, provided they attain environmental permits and other necessary clearances.

### 3. Current Air Quality Status

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). The United States Environmental Protection Agency’s (EPA’s) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The 9-county Central Indiana conformity area<sup>1</sup> was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and as attainment for the 2015 ozone NAAQS. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the 9-County Central Indiana conformity area LRTPs/MTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

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<sup>1</sup> The 9-County Central Indiana conformity area includes Boone, Hamilton, Madison, Hendricks, Marion, Hancock, Morgan, Johnson, and Shelby counties.



## 4. Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**<sup>2</sup> (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs/MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for LRTPs/MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 9-County Central Indiana conformity area can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

## 5. Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Indiana SIP does not include any TCMs for the 9-county Central Indiana ozone area, see also Section 7.

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<sup>2</sup> Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

## 6. Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted consistent with the Indiana Conformity SIP and including the following agencies: FHWA, FTA, IDEM, EPA, INDOT, IndyGo, CIRT, City of Anderson Transit System (CATS), Indianapolis DPW, Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and Columbus Area MPO (CAMPO).

On January 16, 2019, as part of a previous LRTP/MTP amendment, an email was sent to ICG members stating that there are no TCMs in the Indiana SIP for the 9-county Central Indiana ozone area.

The interagency consultation group (ICG) received an email on January 25, 2022 which included a list of projects under consideration for amendment into the IMPO's MTP and the IMPO's 2020-2023 TIP, and a projected timeline for the amendment processes. The ICG were asked to provide questions, comments, or their concurrence by January 31, 2022. The draft consultation document was made available for ICG review and comment concurrent with the public comment period between February 1 and February 15, 2022.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the applicable MTP/TIP amendments, were made available for public review and comment by the IMPO between February 1, 2022 and February 15, 2022, and during a public hearing on February 16, 2022 at the Indianapolis MPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

## 7. Transportation Control Measures

The Indiana SIP has no Transportation Control Measures (TCMs) for the 9-county Central Indiana ozone area.

## 8. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

This conformity update includes the following projects, some of which will be amended into the IMPO 2050 MTP. The IMPO coordinated with MCCOG and CAMPO as appropriate.

### Non-Exempt amendments to be updated within the 2045 LRTP List of Projects:

- *Add Project:* INDOT (Hamilton County) – DES 1900096/1901797/2002313 – MTP # 2023 – **US 31 Limited Access Upgrade from SR 38 to 286th St** (Access Control/New Interchange); 7.6-mile project, upgrading 2 intersections to grade-separated interchanges (236th\* & 276th), adding overpasses at 2 intersections (226th & 266th) and removing US 31 access at 5 intersections and at private driveways (does not include MTP # 2019) – add to Period 1 (2020-2029) – Open to Traffic 2025 – \$53,570,388
- *Update Cost and Time Period:* Noblesville – DES to be assigned – MTP # 2508 – **Pleasant St Phase 1 from 10th St to River Rd** (Existing from 2 to 4 lanes; New Road + bridge over White River - 2 lanes; 1.2 miles total) – move from Period 3 (2040-2049) to Period 1 (2020-2029) – Open to Traffic 2024 – \$53,613,445 – IMPO STBG Funding
- *Update Cost and Time Period:* Avon - DES to be assigned – MTP # 4209 – **Dan Jones Rd Phase 3 from US 36 to CR 100 N** (from 2 to 4 lanes; 0.87 miles) – move from Period 2 (2030-2039) to Period 1 (2020-2029) – Open to Traffic 2025 – \$11,669,500 – IMPO STBG Funding
- *Update Cost and Time Period:* Johnson County – DES to be assigned – MTP # 5110 – **Smith Valley Rd from Mullinix Rd to Morgantown Rd** (from 2 to 5 lanes; 1 mile) – move from Period 3 (2040-2049) to Period 1 (2020-2029) – Open to Traffic 2026 – \$21,142,787 – Group III Funding (State - Rural STBG)
- *Update Cost and Time Period:* Johnson County – DES to be assigned – MTP # 5111 – **Smith Valley Rd from Morgantown Rd to Peterman Rd** (from 2 to 5 lanes; 1 mile) – move from Period 2 (2030-2039) to Period 1 (2020-2029) – Open to Traffic 2027 – \$30,509,433 – Group III Funding (State - Rural STBG)

### Other Non-Exempt amendments within Central Indiana 9-county ozone area to be add to the regional Transportation Demand Model:

- None; as per routine procedure, the results of MCCOG's transportation demand model for Madison County will be / has been added to the IMPO's model results

The following table summarizes planned expenditures by plan period for the IMPO in the 9-County Central Indiana conformity area. In each period, the projected revenue is above the planned costs, therefore the plan is fiscally constrained.

<b>IMPO LRTP</b>				
<b>Time Period</b>	<b>2020-2029</b>	<b>2030-2039</b>	<b>2040-2049</b>	<b>TOTAL</b>
State Revenues	\$7.9 B	\$9.9 B	\$12.1 B	<b>\$29.9 B</b>
State Spending	\$3.0 B	\$0.2 B	\$0.0 B	<b>\$3.1 B</b>
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$3.5 B	\$4.2 B	\$5.1 B	<b>\$12.8 B</b>
Local Spending	\$1.0 B	\$0.8 B	\$0.9 B	<b>\$2.7 B</b>
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.8 B	\$1.6 B	\$2.0 B	<b>\$5.4 B</b>
IndyGo Spending	\$0.6 B	\$0.0 B	\$0.0 B	<b>\$0.6 B</b>
Fiscally Constrained	✓	✓	✓	✓

*Spending totals updated as part of 2050 MTP Amendment #1.*

*Source: Indianapolis MPO. All figures are rounded and in billions.*

## 7. Conclusion

This conformity determination process demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

The 9-County Central Indiana conformity area MTPs and TIPs demonstrate fiscal constraint per the requirements in 40 CFR 93.108.

## Appendix A: Conformity Documentation Public Comments

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the applicable MTP/TIP amendments, were made available for public review and comment by the IMPO between February 1, 2022 and February 15, 2022, and during a public hearing on February 16, 2022 at the Indianapolis MPO Transportation Policy Committee Meeting.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and Indianapolis Recorder
- advertised the public comment opportunity via social media accounts (Facebook and twitter)
- included the public comment opportunity in the bi-weekly teMPO e-newsletter
- sent public notice to public library branches within the region for posting

**Comments / questions received during the public comment period:**

- To be added

**Comments / questions received during the public hearing:**

- To be added

# 1<sup>st</sup> Quarter 2022 TIP Update as of 1/20/2022

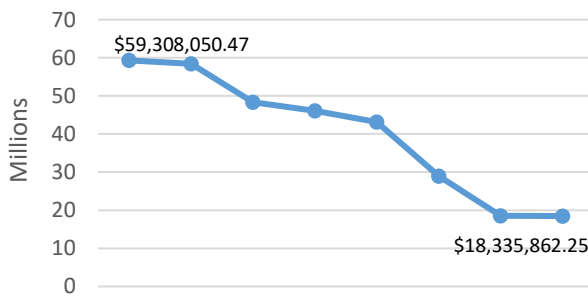


## Local Amendment Requests

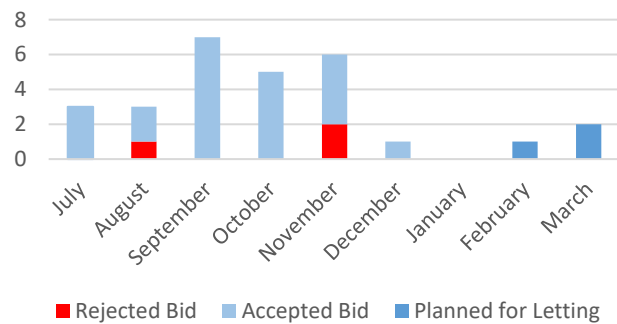


## SFY 2022 Annual Allocation Update 72 Purchase Orders for 50 Projects Totaling \$40,837,480.22

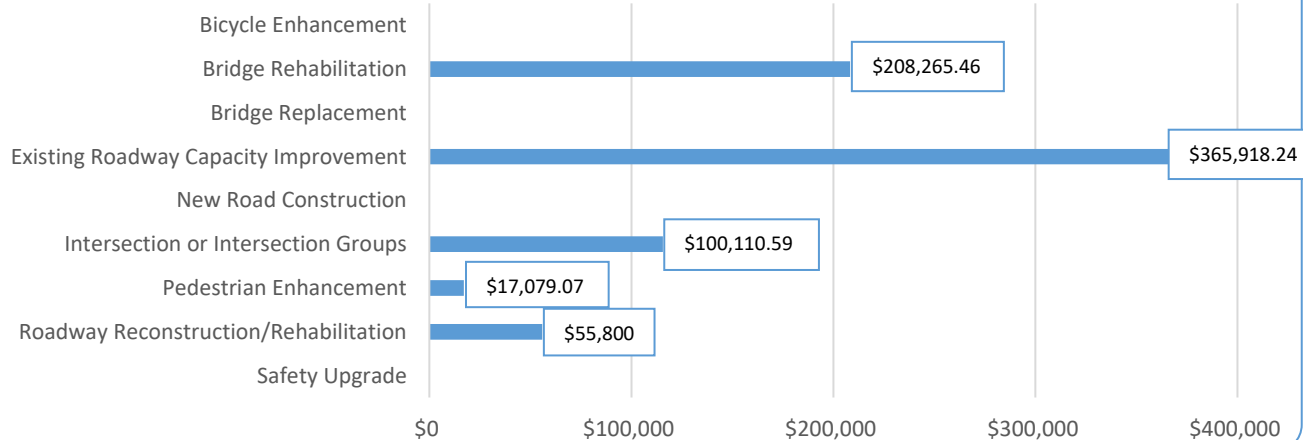
### Annual Allocation Spenddown



### Letting Schedule



## 10 Advice-of-Changes Totaling \$762,701.30 (1.9% of the SFY 2022 Annual Allocation Obligated Funds)



## MEMORANDUM

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TO: Transportation Technical Committee Members

FROM: Cole Jackson, Indianapolis MPO

DATE: February 2, 2022

RE: Proposed 1<sup>st</sup> Quarter 2022 Amendments to the 2020-2023 Indianapolis Regional Transportation Improvement Program

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The Indianapolis MPO is offering the attached list of proposed amendments to the 2020-2023 IRTIP for your consideration and recommendation to the Transportation Policy Committee. The amendments are being offered for public review and comment from February 5<sup>th</sup> through the 15<sup>th</sup>. Any comments received will be provided at the February 16<sup>th</sup> Policy Committee meeting.

### **Overview: Proposed 1<sup>st</sup> Quarter 2022 Amendments**

This quarter, the MPO received three local amendment requests and one INDOT amendment request. Of the local amendment requests, only one may affect MPO-managed federal funds. Indianapolis is requesting \$4 million in additional STBG funds for their 30th Street over White River project (DES 1700925) increasing their STBG request by 61.5%. Indianapolis has also increased their local match making the construction and construction engineering project sections of the project, as requested, 64% federally funded and 36% locally funded. The cost of the construction engineering and construction portions of the project overall have increased by \$8,275,000 from \$8,128,125 to \$16,403,125. More information about this request may be found in the attached memo from Indianapolis.

A detailed list of all amendment requests can be found attached as Exhibit A under Resolution 22-IMPO-001.

### **Administrative Modifications/Amendments**

Nine Administrative modifications have been processed since the December meeting. The administrative modifications are available for review on the IMPO's website.

### **Deadlines**

2nd Quarter SFY 2022 Quarterly Reports are due via MiTIP by April 21<sup>st</sup>. Quarterly tracking meetings will be held the week of April 25, via zoom.

### **INDOT Purchase Orders Reminder**

All LPAs with Federal-aid projects must submit claims reimbursements to INDOT monthly. If you have a purchase order for any phase of a project that has had no activity for 6 months, your purchase order will be closed with no notification. Purchase orders are considered inactive after 45 days of no claims reimbursement activity.

Please contact me at [cole.jackson@indympo.org](mailto:cole.jackson@indympo.org) should you have any questions.



Date: January 21, 2022

To: Anna Gremling  
Executive Director, MPO  
200 E. Washington Street, Suite 2322  
Indianapolis, IN 46204

Subject: BM-17-058; Des #1700925, 30<sup>th</sup> Street over White River

Dear Ms. Gremling,

As was previously discussed in a letter to your office in December of 2021, the above referenced project was bid through INDOT on November 17, 2021 and one qualified bid from Beaty Construction for \$15,436,094.24 was received. The bid was over the engineers estimate of \$7,839,310.45. Our office recommended that the project be re-bid and the project is scheduled to be re-bid on March 9, 2022.

As was reported to you in the December letter, construction personnel associated with the bid were consulted and the bids were verified. It was determined that the following items contribute to the overages associated with the bid from Beaty Construction:

- Material prices and supply chain disruptions resulted in all excavation and structure removal items to be significantly increased
- Causeway and structure removal items were approximately 300% to 500% over planned values due to above disruptions
- Construction of a new dam downstream resulted in normal water levels being deeper than previous times work was completed on the bridges
- The deeper water results in more material and advanced construction methods
- Lighting and electrical work were approximately 100% more than anticipated due to contractors having plenty of work and no need to bid
- Masonry costs were doubled due to the size of existing blocks working over White River
- Large portion of block removal must be done below current existing water levels, which required more detailed work and larger cofferdams





- Concrete arch rings were 50% more than anticipated due to backlogs at prestressing plants
- Contractor would pay a premium to have the arches manufactured within a certain time due to the amount of work available
- Due to the way the arch was constructed, the majority of the removal would need to be completed by hand

It is believed that the above information gives a better idea as to why the bid for this project was significantly above the engineer's estimate.

The overall reconstruction of the bridge scope could not be changed for this project due to the historic nature of the bridge but there were some value engineering options that were evaluated as part of the process. The following were options that were investigated:

- Lower the normal water level near the structure
- Increase the overall project timeframe

In order to lower the water level near the bridge, changes would be needed to the dam in the area and it was determined that the reviewing agencies were not going to allow any changes to the dam so this option was eliminate.

During post-bid discussions it was determined increasing the overall time frame would allow the contractor to better schedule their work and also give them more time to get their materials manufactured without having to pay premium prices. Therefore, the overall schedule was evaluated and additional time added. We are hopeful that the increased time might also bring in another contractor or two to bid on the project.

Lastly, the designer and DPW took a closer look at the contract documents to see what could be clarified or refined in the documents to result in lower bids. In previous discussions, it was determined that the bid documents may have been unclear as to whether the cofferdam was required or not. Clarity was provided in the documents noting that if the contractor didn't believe the cofferdam was needed to perform the construction, then the contractor did not have to construct the cofferdam. The cofferdam item accounted for \$500,000 in the bid so if the bidders believe they can construct without the cofferdam, a lower bid price would be expected.

Also, as mentioned above, the time sets in the contract documents were increased from one and a half construction seasons to two full construction seasons to give the successful contractor more time to schedule their work and give more time to schedule the manufacturing of the precast segments and thus eliminate the need for premium pay on these items.

Our office believes that these changes will lead to lower bid prices for the March letting but not substantially enough to get the bid pricing below the current funding amount. Given the limited value engineering that we were able to complete, we formally are requesting additional funds in the amount \$4,000,000 to pair with our additional anticipated local match of \$3,700,000.

If you have any questions or concerns, please do not hesitate to contact me at (317) 327-4891.

Best Regards,

A handwritten signature in blue ink, appearing to read "D. Borden".

David Borden  
Deputy Director  
City of Indianapolis/DPW

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS TRANSPORTATION POLICY COMMITTEE

**Resolution Number 22-IMPO-001**

&

PROPOSED 1<sup>st</sup> QUARTER 2022 IRTIP AMENDMENT

**A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF  
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION  
APPROVING AMENDMENTS TO THE 2020-2023 ITRIP**

**Resolution Number 22-IMPO-001**

A RESOLUTION amending the 2020-2023 Indianapolis Regional Transportation Improvement Program.

WHEREAS, the 2020-2023 Indianapolis Regional Transportation Improvement Program (IRTIP) incorporates projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed IRTIP amendment 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 IRTIP; and

WHEREAS, the IRTIP 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 amendment meets transportation conformity requirements under Section 176(C) of the Clean Air Act and 40 CFR Parts 51.390 and 93; and

WHEREAS, the proposed IRTIP Amendment was made available for public comment and comments received were provided to the Indianapolis Transportation Policy Committee; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Indianapolis Transportation Policy Committee hereby approves the amendments to the 2020-2023 Indianapolis Regional Transportation Improvement Program as shown on the attached Exhibit A.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 16th day of February 2022.

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J. Andrew Cook, Chair  
Indianapolis MPO Transportation Policy Committee

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Anna M. Gremling, Executive Director  
Indianapolis Metropolitan Planning Organization

## EXHIBIT A

QUARTER Q1, 2022 INDOT 20-14

Item 5

<u>LEAD AGENCY</u>	<u>DES NUM</u>	<u>ROAD/TRAIL</u>	<u>PROJECT TITLE</u>	<u>TYPE</u>	<u>EXEMPT?</u>	<u>TOTAL</u>	<u>TOTAL</u> <u>DIFF</u>	<u>PHASE</u>	<u>SFY</u>	<u>FED</u> <u>FUNDS</u>	<u>LINE TOTAL</u>	<u>FED TOTAL</u>	<u>FED %</u>	<u>STATE</u> <u>TOTAL</u>	<u>STATE %</u>	<u>JUSTIFICATION</u>	<u>ACTION PROPOSED</u>
NEW	INDOT	2200025	I- 465	IMPD Special Patrols in Work Zones on Various Marion County Interstates FY 23-26	Other Type Project (Miscellaneous)	Exempt	\$500,000	\$500,000	PE/PL	SFY 2023 IM	\$125,000	\$112,500	90%	\$12,500	10%	NEW PROJECT	
NEW								PE/PL	SFY 2024 IM		\$125,000	\$112,500	90%	\$12,500	10%		
NEW								PE/PL	SFY 2025 IM		\$125,000	\$112,500	90%	\$12,500	10%		
NEW								PE/PL	SFY 2026 IM		\$125,000	\$112,500	90%	\$12,500	10%		

# QUARTER Q1, 2022 LOCAL 20-14.2

Item 5

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	Indianapolis DPW	1700925	N/A	30th Street 30th St over White River (1705F)	Bridge Rehabilitation	Exempt	\$9,934,375		CN	SFY 2022 STBG		\$7,225,000	\$5,780,000	80%	\$1,445,000	20%		
PROPOSED							\$18,209,375	\$8,275,000	CN	SFY 2022 STBG		\$15,500,000	\$10,502,500	68%	\$4,997,500	32%	Moved CE portion to CN and added an additional 4M fed aid ask due to high bids.	Increase CN funding by \$4M STBG (61.5%).
PRIOR									-	-	-	\$-	\$-	-		0%		
PROPOSED									CE	SFY 2022		\$903,125	\$-	0%	\$903,125	100%		
PRIOR									CE	SFY 2022 STBG		\$903,125	\$722,500	80%	\$180,625	20%		
PROPOSED									-	-	-	\$-	\$-	-		0%		
PRIOR	Johnson County	IMPO17021	N/A	Smith Valley Road from Valley Road Mullinix Road to Morgantown Road	Existing Roadway Capacity Improvement	Non-Ex	\$21,260,000		PE/PL	LRTP		\$1,690,000	\$1,690,000	100%	\$0	0%		
PROPOSED					Existing Roadway Widening		\$21,142,787	\$-117,213	PE/PL	SFY 2022 STP3UM		\$1,680,000	\$1,340,000	80%	\$340,000	20%	The purpose of this project will be to address the traffic capacity issues the Smith Valley Road will suffer from the completion of I-69 in the area. There will be an interchange constructed for Smith Valley Road, which will significantly increase the traffic traveling on Smith Valley Road. The ext	
PRIOR									ROW	LRTP		\$550,000	\$550,000	100%	\$0	0%		
PROPOSED									ROW	SFY 2024		\$530,000	\$-	0%	\$530,000	100%		
PRIOR									CN	LRTP		\$16,900,000	\$16,900,000	100%	\$0	0%		
PROPOSED									CN	SFY 2025		\$16,384,700	\$-	0%	\$16,384,700	100%		
PRIOR									CE	LRTP		\$2,120,000	\$2,120,000	100%	\$0	0%		
PROPOSED									CE	SFY 2025		\$2,548,087	\$-	0%	\$2,548,087	100%		

LEAD AGENCY	DES NUM	DES NUM 2	ROAD/TRAIL	PROJECT TITLE	TYPE	EXEMPT?	TOTAL	TOTAL DIFF	PHASE	SFY	FED FUNDS	LINE TOTAL	FED TOTAL	FED %	MATCH TOTAL	MATCH %	JUSTIFICATION	ACTION PROPOSED
PRIOR	Johnson County	IMPO17021 23	N/A	Smith Valley Road from Valley Road Morgantown Road to Peterman Road	New Road Construction	Non-Ex	\$19,390,000		PE/PL	LRTP		\$1,530,000	\$1,530,000	100%	\$0	0%		
PROPOSED					Existing Roadway Widening		\$30,509,433	\$11,119,433	PE/PL	SFY 2022 STP3UM		\$2,050,000	\$1,640,000	80%	\$410,000	20%	Reconstruction of Smith Valley Road from Morgantown Road to Restin Road. Expanding the roadway from a 2 to 5 lane section. It will include a boulevard section, storm sewer, curb & gutter, and pedestrian facilities. Intersection improvements will occur on the segment. East project limit to tie in	
PRIOR									ROW	LRTP		\$660,000	\$660,000	100%	\$0	0%		
PROPOSED									ROW	SFY 2025		\$1,142,008	\$-	0%	\$1,142,008	100%		
PRIOR									CN	LRTP		\$15,290,000	\$15,290,000	100%	\$0	0%		
PROPOSED									CN	SFY 2026		\$24,276,600	\$-	0%	\$24,276,600	100%		
PRIOR									CE	LRTP		\$1,910,000	\$1,910,000	100%	\$0	0%		
PROPOSED									CE	SFY 2026		\$3,040,825	\$-	0%	\$3,040,825	100%		





INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION  
Planning the transportation future for the Indianapolis region

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MEMORANDUM

TO: Indianapolis Transportation Technical Committee

FROM: Kristyn Sanchez

DATE: January 26, 2022

RE: Draft recommendations for SFYs 2024 - 2025

The Indianapolis MPO (IMPO) issued a call for projects on August 20, 2021 for State Fiscal Years (SFY) 2025 – 2026. At that time, the IMPO anticipated having \$66.4M available for award in SFYs 2025 – 2026. In December 2021, INDOT notified the IMPO of additional estimated allocations from the new Infrastructure Investment and Jobs Act (IIJA). The new estimated annual allocation is subject to INDOT's Annual Allocation Policy and adds \$34.5M that must be spent down by the end of the IMPO's Federal program in SFY 2024. IMPO staff reassessed the funding available in relation to existing and proposed projects and decided there was a need to shift the call for projects from SFYs 2025 – 2026 to 2024 – 2025 for a total award amount of \$76M. This will require some applications to continue to develop through the Federal process and then go to an INDOT letting.

IMPO staff consulted with the LPAs who submitted applications in the current call to determine which projects can feasibly go to an INDOT letting no later than March 2024 to ensure no funds are lost to Central Indiana with the close-out of the Federal program prior to beginning the Federal Exchange in SFY 2025. As a result of those conversations, 11 of the 29 applications that are being recommended for funding will be programmed in SFY 2024. These 11 applications recommended for funding in SFY 2024 will utilize the IMPO's Federal allocation whereas the remaining 18 projects recommended for funding in SFY 2025 will be developed under the IMPO's new Federal Fund Exchange (FFE) program utilizing state funds. The recommended SFY is shown in the far-right column on pages 1 – 3 of the project lists. **The ability to move SFYs for recommended projects will not be available.** If a SFY 2024 project is not able to go to an INDOT letting by March 2024, the project is at a significant risk of losing its awarded funding. Note: this applies to the 17 projects previously awarded for funding in SFY 2024 in 2019 as well.

Due to adding new projects to the Federal program, 3 CMAQ projects will require an eligibility determination. This review will occur in June 2022. 1 HSIP project is being recommended in SFY 2024 as well, but that application previously received an eligibility determination in 2019 prior to the decision to not make an award from that call for projects.

As a member of the IMPO's Transportation Technical and Policy Committees, please review the draft recommendations on the following pages. The IMPO received 72 project applications from 23 LPAs totaling \$202M. Applications were sorted by funding category requested and then ranked based on selection criteria approved in 2018. The attached recommendation includes funding 30 projects from 15 LPA's totaling \$78M.



**INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION**  
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After initial draft recommendations were emailed to the full committee on January 10<sup>th</sup>, two scoring errors were found.

1. Hamilton County's Olivo Rd from 126<sup>th</sup> to Southeastern Pkwy resurfacing application for STBG funds was reduced from a 66 to a 56 in staff's initial review due to differing PASER score data being uploaded opposed to the PASER score indicated for scoring criteria. County staff later followed up with updated 2021 PASER data to support the original score for the project of 66. The original score moves the project onto the recommendation list. This project is being recommended to be programmed in SFY 2024 for \$690,542 STBG.
2. Noblesville's Pleasant St – River Rd to 10<sup>th</sup> St new roadway construction application for STBG funds indicated the project was in the illustrative time period of the MTP on the submitted application; however, upon checking after recommendations were sent out, the project is in the 3<sup>rd</sup> time period of the 2050 MTP. The change from the illustrative time period to the 3<sup>rd</sup> time period gives the application 5 additional points to increase the project score from a 51 to a 56. This change in score moves the Pleasant St application to the recommended list, but will push Whitestown's CR 575 from I-65 to CR 500 S new roadway construction application off the recommended list for this call due to the limited amount of funds available for expansion projects based on the MTP policy target goals. Note: Noblesville's Pleasant St – River Rd to 10<sup>th</sup> St (including the Midland Trace Trail being recommended with TAP funding) is expected to go to a local letting in Fall 2022. If the recommendation is approved by the Transportation Policy Committee, this project will be the IMPO's first advanced construction project as the City will be reimbursed in SFY 2025 after the project has been constructed.

In addition to the attached SFY 2024 – 2025 recommendations, there are 6 projects programmed in SFYs 2023 – 2024 with less than an 80% Federal 20% local match. IMPO staff is recommending increasing these 6 projects to a full 80/20 match split to assist in spending down the remainder of the Federal program due to the estimated increases in annual allocation from the new transportation bill as there are not enough projects in the SFY 2024 – 2025 recommendations that are able to advance to a SFY 2024 letting. This increase would total \$6.3M. This would increase the program through the end of SFY 2024 from 5% to 9%; however, if we account for continuing to cashflow construction engineering purchase orders in SFY 2024, the program is \$8.5M overprogrammed (5%). Note: All SFY 2024 projects with construction engineering funds will be issued 25% of their programmed funds in SFY 2024 by INDOT Finance and the remainder will be issued from the IMPO in SFY 2025 from the Federal Fund Exchange Program.

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

**Resolution Number 22-IMPO-002**

A RESOLUTION approving the 2024-2025 recommendations as illustrative projects to the 2020-2023 Indianapolis Regional Transportation Improvement Program.

WHEREAS, the 2020-2023 Indianapolis Regional Transportation Improvement Program (IRTIP) incorporates projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed illustrative list 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 IRTIP; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Policy Committee hereby approves the 2024-2025 recommendations as illustrative projects to the 2020-2023 Indianapolis Regional Transportation Improvement Program as shown on the attached Exhibit A.

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 16th day of February 2022.

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J. Andrew Cook, Chair  
Indianapolis MPO Transportation Policy Committee

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Anna M. Gremling, Executive Director  
Indianapolis Metropolitan Planning Organization

## EXHIBIT

“A”

## SFY 2024 - 2025 Call for Projects MPO Staff Recommendation

All Projects Submitted for Funding

Funds Available: \$76,175,745

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	FUND TYPE	IMPO COST	LOCAL COST	TOTAL COST	Award Year
IMPO1702064	Avon	Dan Jones Widening - Phase 3	Existing Roadway Widening	63	STBG	\$6,832,700	\$2,928,300	\$9,761,000	2025
IMPO1702065	Avon	CR 100 N & Raceway Rd Roundabout	Intersection or Intersection Groups	75	STBG	\$2,885,300	\$721,325	\$3,606,625	2025
IMPO1701622	Beech Grove	Hornet Greenway	Pedestrian Enhancement	74	TAP	\$1,898,811	\$474,703	\$2,373,514	2024
IMPO1702101	Carmel	96th St. Path from Ditch to Spring Mill	Bicycle Enhancement	77	TAP	\$2,133,000	\$533,250	\$2,666,250	2024
IMPO1702069	Carmel	116th & AAA Way Roundabout	Intersection or Intersection Groups	28	CMAQ	\$2,687,095	\$671,773	\$3,358,868	
IMPO1702191	Carmel	116th & River Rd Roundabout	Intersection or Intersection Groups	23	CMAQ	\$1,973,400	\$493,350	\$2,466,750	
IMPO1702188	Carmel	106th & Hazel Dell Pkwy Roundabout	Intersection or Intersection Groups	50	CMAQ	\$2,174,283	\$543,571	\$2,717,854	2024
IMPO1702070	Carmel	Carmel Dr. & AAA Way Roundabout	Intersection or Intersection Groups	21	CMAQ	\$3,781,200	\$945,300	\$4,726,500	
IMPO1702164	Cicero	Jackson St. & Main St. Pedestrian Enhancement	Pedestrian Enhancement	48	HSIP	\$1,101,060	\$122,340	\$1,223,400	
IMPO1702093	CIRTA	Commuter Connect (2026)	Other	55	CMAQ	\$1,190,994	\$297,747	\$1,488,741	
IMPO1702189	Fishers	131st & Howe Rd Roundabout	Intersection or Intersection Groups	55	HSIP	\$1,935,000	\$215,000	\$2,150,000	2025
IMPO1702177	Fishers	141st & Prairie Lakes Blvd Intersection Improvement	Intersection or Intersection Groups	32	STBG	\$604,000	\$151,000	\$755,000	
IMPO1702170	Fishers	96th & Cyntheanne Roundabout	Intersection or Intersection Groups	61*	HSIP	\$2,241,000	\$249,000	\$2,490,000	2025
IMPO1500680	Fishers	106th St Reconstruction	Roadway Reconstruction	62*	STBG	\$4,848,000	\$1,212,000	\$6,060,000	
IMPO1702060	Franklin	South Street Reconstruction	Roadway Reconstruction	48	STBG	\$2,304,000	\$576,000	\$2,880,000	
IMPO1702062	Franklin	Earlywood Dr & Graham Rd Intersection Improvement	Intersection or Intersection Groups	12	CMAQ	\$1,414,952	\$353,738	\$1,768,690	
IMPO1702098	Greenfield	Fortville Pike & CR 300 N Roundabout	Intersection or Intersection Groups	49	HSIP	\$1,316,925	\$146,325	\$1,463,250	2025
IMPO1702110	Greenwood	Smith Valley & Woodman Roundabout	Intersection or Intersection Groups	18	CMAQ	\$1,311,200	\$327,800	\$1,639,000	
IMPO1702089	Greenwood	Smith Valley & Averitt Rd Roundabout	Intersection or Intersection Groups	68	HSIP	\$2,035,125	\$226,125	\$2,261,250	2024
IMPO1701669	Greenwood	Stop 18 Rd & Averitt Rd Roundabout	Intersection or Intersection Groups	12	CMAQ	\$1,319,472	\$329,868	\$1,649,340	
IMPO1702187	Hamilton Co.	146th St & Promise Rd Traffic Signal	Signal - Other	36	CMAQ	\$557,600	\$149,400	\$707,000	
IMPO1702192	Hamilton Co.	146th St & Howe Rd Traffic Signal	Signal - Other	36	CMAQ	\$540,000	\$135,000	\$675,000	
IMPO1702193	Hamilton Co.	146th St & Marilyn Rd. Traffic Signal	Signal - Other	36	CMAQ	\$603,000	\$67,000	\$670,000	
IMPO1702063	Hamilton Co.	116th & Olio Rd Safety Project	Safety Upgrades	50	HSIP	\$810,400	\$202,600	\$1,013,000	
IMPO1702086	Hamilton Co.	146th & River Rd Safety Project	Safety Upgrades	45*	HSIP	\$355,200	\$88,800	\$444,000	
IMPO1702160	Hamilton Co.	Dunbar Rd. Reconstruction - Phase I	Roadway Reconstruction	25*	STBG	\$5,720,000	\$1,430,000	\$7,150,000	
IMPO1500749	Hamilton Co.	236th St. from Tollgate to Morse Landing Dr	Roadway Reconstruction	30	STBG	\$3,762,000	\$940,500	\$4,702,500	
IMPO1702066	Hamilton Co.	Olio Rd from 126th St to Southeastern Pkwy	Resurfacing	66	STBG	\$690,542	\$172,635	\$863,177	2024
IMPO1702163	Hamilton Co.	Olio Rd from Geist Reservoir bridge to 126th St.	Resurfacing	59	STBG	\$1,255,239	\$313,809	\$1,569,048	
IMPO1702061	Hamilton Co.	146th St. from Hazel Dell to White River bridge	Resurfacing	64	STBG	\$1,949,492	\$497,372	\$2,446,864	2024
IMPO1702067	Hamilton Co.	146th & Cumberland Rd Roundabout	Intersection or Intersection Groups	18	CMAQ	\$2,962,400	\$740,600	\$3,703,000	
IMPO1702154	Hancock Co	CR 500 W & CR 200 S Roundabout	Intersection or Intersection Groups	47	STBG	\$1,846,400	\$461,600	\$2,308,000	
IMPO1702155	Hancock Co	Bridge 67 Replacement	Bridge Replacement	22	STBG	\$1,199,200	\$299,800	\$1,499,000	
IMPO1702156	Hancock Co	Bridge 86 Replacement	Bridge Replacement	25	STBG	\$1,500,800	\$375,200	\$1,876,000	

Item 6

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	FUND TYPE	IMPO COST	LOCAL COST	TOTAL COST	Award Year
IMPO1702082	Indianapolis	Madison Ave from Pleasant Run Pkwy N to Ray Street	Roadway Reconstruction	63	STBG	\$10,440,960	\$2,610,240	\$13,051,200	2025
IMPO1702080	Indianapolis	Co. Line Rd Reconstruction from SR 37 to SR 135	Existing Roadway Widening	52*	STBG	\$25,880,000	\$9,840,000	\$35,720,000	
IMPO1702009	Indianapolis	Pedestrian Crash Focus Area 18A	Pedestrian Enhancement	45	HSIP	\$1,366,200	\$151,800	\$1,518,000	
IMPO1702010	Indianapolis	Pedestrian Crash Focus Area 18B	Pedestrian Enhancement	45	HSIP	\$1,306,800	\$145,200	\$1,452,000	
IMPO1702075	Indianapolis	Hunter Rd & Raymond St Intersection Improvments	Intersection or Intersection Groups	7	CMAQ	\$2,068,588	\$517,147	\$2,585,735	
IMPO1702074	Indianapolis	Franklin Rd & Raymond St Intersection Improvements	Intersection or Intersection Groups	9	CMAQ	\$2,160,432	\$540,108	\$2,700,540	
IMPO1702176	Indianapolis	Southeastern & Thompson Rd Roundabout	Intersection or Intersection Groups	31	CMAQ	\$1,226,720	\$306,680	\$1,533,400	
IMPO1702174	Indianapolis	Roache Ave over CEG Canal	Bridge Replacement	4*	STBG	\$1,361,600	\$340,400	\$1,702,000	
IMPO1702172	Indianapolis	79th St over Crooked Creek	Bridge Replacement	14*	STBG	\$1,523,286	\$380,822	\$1,904,108	
IMPO1702175	Indianapolis	38th St over Dry Run	Bridge Rehabilitation	47	STBG	\$541,350	\$135,337	\$676,687	2024
IMPO1702171	Indianapolis	Southport Rd over White River	Bridge Rehabilitation	29*	STBG	\$2,970,000	\$742,500	\$3,712,500	
IMPO1702076	Indianapolis	16th St over the Canal	Bridge Rehabilitation	88	STBG	\$1,225,917	\$306,479	\$1,532,396	2025
IMPO1702079	Indianapolis	Acton Rd over Maze Creek	Bridge Rehabilitation	73*	STBG	\$648,450	\$162,112	\$810,562	2024
IMPO1702183	Indianapolis	Keystone Ave over Howland Ditch	Bridge Rehabilitation	78	STBG	\$906,400	\$226,600	\$1,133,000	2025
IMPO1702173	Indianapolis	Lafayette Rd over Little Eagle Creek	Bridge Rehabilitation	52*	STBG	\$783,200	\$195,800	\$979,000	2025
IMPO1702078	Indianapolis	Keystone Ave over Bailey Creek	Bridge Rehabilitation	62	STBG	\$954,800	\$238,700	\$1,193,500	2025
IMPO1501097	Indianapolis	Eagle Creek Greenway - Phase 1B	Bicycle Enhancement	62	TAP	\$1,674,000	\$418,500	\$2,092,500	2024
IMPO1501099	Indianapolis	Eagle Creek Greenway - Phase 2B	Bicycle Enhancement	64	TAP	\$3,004,507	\$751,127	\$3,755,634	
IMPO1500702	Indianapolis	Eagle Creek Greenway - Phase 3B	Bicycle Enhancement	64	TAP	\$2,365,807	\$591,451	\$2,957,258	
IMPO1702161	IndyGo	Blue Line BRT - Electric Vehicle Purchase	Transit Enhancement Capital	100	STBG	\$13,916,321	\$3,479,080	\$17,395,401	2024
IMPO1702178	Johnson Co	Smith Valley & Morgantown Rd. Intersection	Intersection or Intersection Groups	52	STBG	\$3,920,000	\$980,000	\$4,900,000	
IMPO1702165	Johnson Co	Bridge 85 Replacement	Bridge Replacement	68	STBG	\$1,682,023	\$420,505	\$2,102,528	2025
IMPO1702166	Johnson Co	Bridge 605 Replacement	Bridge Replacement	65	STBG	\$1,732,946	\$433,236	\$2,166,182	2024
IMPO1702179	Lawrence	Caroll Rd & 75th St Intersection Improvement	Intersection or Intersection Groups	30	CMAQ	\$1,416,800	\$354,200	\$1,771,000	
IMPO1702186	Lawrence	Oaklandon Rd & 75th St Intersection Improvement	Intersection or Intersection Groups	45	CMAQ	\$1,247,040	\$311,760	\$1,558,800	2025
IMPO1702181	Lawrence	Sunnyside Rd & 79th St Intersection Improvement	Intersection or Intersection Groups	41	CMAQ	\$2,069,200	\$517,300	\$2,586,500	
IMPO1702048	McCordsville	Mt. Comfort Rd. & CR 600 N Intersection Improvements	Safety Upgrades	57	HSIP	\$793,559	\$88,174	\$881,733	2025
IMPO1702182	McCordsville	Mt. Comfort Rd & Broadway Intersection Improvement	Intersection or Intersection Groups	77	STBG	\$4,569,510	\$1,142,380	\$5,711,890	2025
IMPO1702161	Mooresville	Monroe St & Carlisle St Intersection Improvements	Pedestrian Enhancement	50	HSIP	\$1,252,867	\$278,415	\$1,531,282	
IMPO1702190	Morgan Co	Bridge 120 Replacement	Bridge Replacement	25*	STBG	\$1,548,800	\$627,200	\$2,176,000	
IMPO1702090	Noblesville	Midland Trace Trail	Bicycle Enhancement	84*	TAP	\$1,500,000	\$1,660,000	\$3,160,000	2025
IMPO1702090	Noblesville	Pleasant St - River Rd to 10th St	New Roadway Construction	56*	STBG	\$7,000,000	\$26,865,000	\$33,865,000	2025
IMPO1501126	Noblesville	141st & Promise Rd Roundabout	Intersection or Intersection Groups	42	CMAQ	\$1,859,670	\$464,918	\$2,324,588	2024
IMPO1702157	Plainfield	Avon Ave & CR 300 S Roundabout	Intersection or Intersection Groups	68*	STBG	\$2,472,800	\$618,200	\$3,091,000	2025
IMPO1702180	Speedway	Crawfordsville Rd Access Improvements	Pedestrian Enhancement	72	TAP	\$2,128,000	\$170,240	\$2,298,240	2025
IMPO1702058	Speedway	Crawfordsville Rd & Lynhurt Dr Intersection Improvements	Intersection or Intersection Groups	55	HSIP	\$3,969,075	\$700,425	\$4,669,500	
IMPO1702159	Westfield	191st St. New Roadway Construction	New Roadway Construction	24	STBG	\$7,700,000	\$1,925,000	\$9,625,000	

Item 6

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	FUND TYPE	IMPO COST	LOCAL COST	TOTAL COST	Award Year
IMPO1501078	Westfield	181st St & Wheeler Rd Roundabout	Intersection or Intersection Groups	26	CMAQ	\$1,953,000	\$488,250	\$2,441,250	
IMPO1702169	Whitestown	CR 575 E from I-65 to CR 500 S	New Roadway Construction	55*	STBG	\$6,881,700	\$2,949,399	\$9,831,099	
						\$207,216,198	\$81,831,036	\$289,047,234	

Project is not being recommended for funding.

\*Score was adjusted by MPO staff.

## ALL PROJECTS SUBMITTED FOR SFY 2024-2025 FUNDING CONSIDERATION

Funds Available - \$76,175,745

LPA	TOTAL ASK	% OF TOTAL \$	# OF PROJECTS
Avon	\$9,718,000	4.84%	2
Beech Grove	\$1,898,811	0.95%	1
Carmel	\$12,748,978	6.35%	5
Cicero	\$1,101,060	0.55%	1
CIRTA	\$1,190,994	0.59%	1
Fishers	\$4,780,000	2.38%	3
Franklin	\$3,718,952	1.85%	2
Greenfield	\$1,316,925	0.66%	1
Greenwood	\$4,665,797	2.32%	3
Hamilton Co.	\$19,205,873	9.56%	11
Hancock Co.	\$4,546,400	2.26%	3
Indianapolis	\$67,863,097	33.78%	19
IndyGo	\$13,916,321	6.93%	1
Johnson Co.	\$7,334,969	3.65%	3
Lawrence	\$4,733,040	2.36%	3
McCordsville	\$5,363,069	2.67%	3
Mooresville	\$1,252,867	0.62%	1
Morgan Co.	\$1,548,800	0.77%	1
Noblesville	\$8,859,670	4.41%	2
Plainfield	\$2,472,800	1.23%	1
Speedway	\$6,097,075	3.04%	2
Westfield	\$9,653,000	4.81%	2
Whitestown	\$6,881,700	3.43%	1
	<b>\$200,868,198</b>	<b>100%</b>	<b>72</b>

PROJECT TYPE	TOTAL ASK	% of TOTAL \$	# OF PROJECTS
Roadway Rehabilitation	\$15,895,040	7.91%	2
Roadway Reconstruction	\$11,786,000	5.87%	3
Resurfacing	\$3,895,273	1.94%	3
Intersection or Intersection Groups	\$59,420,587	29.58%	27
Bridge Rehabilitation	\$8,030,117	4.00%	7
Bridge Replacement	\$10,548,655	5.25%	7
New Roadway Construction	\$21,581,700	10.74%	3
Existing Roadway Widening	\$32,712,700	16.29%	2
Bicycle Enhancement	\$9,177,314	4.57%	4
Pedestrian Enhancement	\$9,053,738	4.51%	6
Transit Enhancement Capital Projects	\$13,916,321	6.93%	1
Safety Upgrade	\$3,659,759	1.82%	6
Planning - Other	\$1,190,994	0.59%	1
	<b>\$200,868,198</b>	<b>100%</b>	<b>72</b>



## Attachment B: CMAQ

Funds Available: **\$9,105,328**

DES NUM	LPA	PROJECT TITLE	TYPE	TOTAL SCORE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702093	CIRTA	Commuter Connect (2026)	Other	55	\$1,190,994	\$297,747	\$1,488,741
<b>IMPO1702162</b>	<b>IndyGo</b>	<b>Blue Line BRT - Electric Vehicle Purchase</b>	<b>Transit Enhancement Capital</b>	<b>52</b>	<b>\$2,953,621</b>	<b>\$738,405</b>	<b>\$3,692,026</b>
<b>IMPO1702188</b>	<b>Carmel</b>	<b>106th &amp; Hazel Dell Pkwy Roundabout</b>	<b>Intersection or Intersection Groups</b>	<b>50</b>	<b>\$2,174,283</b>	<b>\$543,571</b>	<b>\$2,717,854</b>
IMPO1702186	Lawrence	Oaklandon Rd & 75th St Intersection Improvement	Intersection or Intersection Groups	45	\$1,247,040	\$311,760	\$1,558,800
<b>IMPO1501126</b>	<b>Noblesville</b>	<b>141st &amp; Promise Rd Roundabout</b>	<b>Intersection or Intersection Groups</b>	<b>42</b>	<b>\$1,859,670</b>	<b>\$464,918</b>	<b>\$2,324,588</b>
IMPO1702181	Lawrence	Sunnyside Rd & 79th St Intersection Improvement	Intersection or Intersection Groups	41	\$2,069,200	\$517,300	\$2,586,500
IMPO1702090	Noblesville	Pleasant St - River Rd to 10th St	New Roadway Construction	39	\$8,150,000	\$25,865,000	\$34,015,000
IMPO1702187	Hamilton Co.	146th St & Promise Rd Traffic Signal	Signal - Other	36	\$557,600	\$149,400	\$707,000
IMPO1702192	Hamilton Co.	146th St & Howe Rd Traffic Signal	Signal - Other	36	\$540,000	\$135,000	\$675,000
IMPO1702193	Hamilton Co.	146th St & Marilyn Rd. Traffic Signal	Signal - Other	36	\$603,000	\$67,000	\$670,000
IMPO1702176	Indianapolis	Southeastern & Thompson Rd Roundabout	Intersection or Intersection Groups	31	\$1,226,720	\$306,680	\$1,533,400
IMPO1702179	Lawrence	Caroll Rd & 75th St Intersection Improvement	Intersection or Intersection Groups	30	\$1,416,800	\$354,200	\$1,771,000
IMPO1702069	Carmel	116th & AAA Way Roundabout	Intersection or Intersection Groups	28	\$2,687,095	\$671,773	\$3,358,868
IMPO1501078	Westfield	181st St & Wheeler Rd Roundabout	Intersection or Intersection Groups	26	\$1,953,000	\$488,250	\$2,441,250
IMPO1702191	Carmel	116th & River Rd Roundabout	Intersection or Intersection Groups	23	\$1,973,400	\$493,350	\$2,466,750
IMPO1702070	Carmel	Carmel Dr. & AAA Way Roundabout	Intersection or Intersection Groups	21	\$3,781,200	\$945,300	\$4,726,500
IMPO1702110	Greenwood	Smith Valley & Woodman Roundabout	Intersection or Intersection Groups	18	\$1,311,200	\$327,800	\$1,639,000
IMPO1702067	Hamilton Co.	146th & Cumberland Rd Roundabout	Intersection or Intersection Groups	18	\$2,962,400	\$740,600	\$3,703,000
IMPO1701669	Greenwood	Stop 18 Rd & Averitt Rd Roundabout	Intersection or Intersection Groups	12	\$1,319,472	\$329,868	\$1,649,340
IMPO1702062	Franklin	Earlywood Dr & Graham Rd Intersection Improvement	Intersection or Intersection Groups	12	\$1,414,952	\$353,738	\$1,768,690
IMPO1702074	Indianapolis	Franklin Rd & Raymond St Intersection Improvements	Intersection or Intersection Groups	9	\$2,160,432	\$540,108	\$2,700,540
IMPO1702075	Indianapolis	Hunter Rd & Raymond St Intersection Improvements	Intersection or Intersection Groups	7	\$2,068,588	\$517,147	\$2,585,735
Average Score				<b>30</b>	<b>\$45,620,667</b>	<b>\$35,158,915</b>	<b>\$80,779,582</b>

Average Score for Recommended Projects **47**  
Total IMPO Cost for Recommended Projects **\$8,234,614**

Project is not being recommended for funding.

**Project will require an eligibility finding for CMAQ funds in SFY 2024.**

Note: CIRTA's Commuter Connect program is currently funded through SFY 2025 and is therefore not being recommended for funds in the current call due to the shift in years available.

## Attachment C: HSIP

Funds Available - \$7,409,782

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702089	Greenwood	Smith Valley & Averitt Rd Roundabout	Intersection or Intersection Groups	68	\$2,035,125	\$226,125	\$2,261,250
IMPO1702170	Fishers	96th & Cyntheanne Roundabout	Intersection or Intersection Groups	61*	\$2,241,000	\$249,000	\$2,490,000
IMPO1702048	McCordsville	Mt. Comfort Rd. & CR 600 N Intersection Improvements	Safety Upgrades	57	\$793,559	\$88,174	\$881,733
IMPO1702189	Fishers	131st & Howe Rd Roundabout	Intersection or Intersection Groups	55	\$1,935,000	\$215,000	\$2,150,000
IMPO1702058	Speedway	Crawfordsville Rd & Lynhurt Dr Intersection Improvements	Intersection or Intersection Groups	55	\$3,969,075	\$700,425	\$4,669,500
IMPO1702098	Greenfield	Fortville Pike & CR 300 N Roundabout	Intersection or Intersection Groups	54	\$1,316,925	\$146,325	\$1,463,250
IMPO1702187	Hamilton Co.	146th St & Promise Rd Traffic Signal	Signal - Other	50	\$557,600	\$149,400	\$707,000
IMPO1702192	Hamilton Co.	146th St & Howe Rd Traffic Signal	Signal - Other	50	\$540,000	\$135,000	\$675,000
IMPO1702193	Hamilton Co.	146th St & Marilyn Rd. Traffic Signal	Signal - Other	50	\$603,000	\$67,000	\$670,000
IMPO1702063	Hamilton Co.	116th & Olio Rd Safety Project	Safety Upgrades	50	\$810,400	\$202,600	\$1,013,000
IMPO1702086	Hamilton Co.	146th & River Rd Safety Project	Safety Upgrades	45*	\$355,200	\$88,800	\$444,000
IMPO1702161	Mooresville	Monroe St & Carlisle St Intersection Improvements	Pedestrian Enhancement	50	\$1,252,867	\$278,415	\$1,531,282
IMPO1702180	Speedway	Crawfordsville Rd Access Improvements	Pedestrian Enhancement	50	\$2,101,341	\$439,769	\$2,541,110
IMPO1702164	Cicero	Jackson St. & Main St. Pedestrian Enhancement	Pedestrian Enhancement	48	\$1,101,060	\$122,340	\$1,223,400
IMPO1702009	Indianapolis	Pedestrian Crash Focus Area 18A	Pedestrian Enhancement	45	\$1,366,200	\$151,800	\$1,518,000
IMPO1702010	Indianapolis	Pedestrian Crash Focus Area 18B	Pedestrian Enhancement	45	\$1,306,800	\$145,200	\$1,452,000
IMPO1701669	Greenwood	Stop 18 Rd & Averitt Rd Roundabout	Intersection or Intersection Groups	41	\$1,319,472	\$329,868	\$1,649,340
Average Score				51	\$23,604,624	\$3,735,241	\$27,339,865

Average Score for Recommended Projects 62

Total IMPO Cost for Recommended Projects \$8,321,609

Project is not being recommended for funding.

## Attachment D: STBG

Funds Available - **\$54,816,806**

DES NUM	LPA	PROJECT TITLE	TYPE	FEDERAL AID CLASSIFICATION	SCORE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702182	McCordsville	Mt. Comfort Rd & Broadway Intersection Improvement	Intersection or Intersection Groups	Principal Arterial	77	\$4,569,510	\$1,142,380	\$5,711,890
IMPO1702065	Avon	CR 100 N & Raceway Rd Roundabout	Intersection or Intersection Groups	Minor Arterial	75	\$2,885,300	\$721,325	\$3,606,625
IMPO1702157	Plainfield	Avon Ave & CR 300 S Roundabout	Intersection or Intersection Groups	Principal Arterial	68*	\$2,472,800	\$618,200	\$3,091,000
IMPO1702066	Hamilton Co.	Olio Rd from 126th St to Southeastern Pkwy	Resurfacing	Principal Arterial	66	\$690,542	\$172,635	\$863,177
IMPO1702061	Hamilton Co.	146th St. from Hazel Dell to White River bridge	Resurfacing	Principal Arterial	64	\$1,949,492	\$497,372	\$2,446,864
IMPO1702082	Indianapolis	Madison Ave from Pleasant Run Pkwy N to Ray Street	Roadway Rehabilitation	Principal Arterial	63	\$10,440,960	\$2,610,240	\$13,051,200
IMPO1500680	Fishers	106th St Reconstruction	Roadway Reconstruction	Minor Arterial	62*	\$4,848,000	\$1,212,000	\$6,060,000
IMPO1702067	Hamilton Co.	146th & Cumberland Rd Roundabout	Intersection or Intersection Groups	Principal Arterial	59	\$2,962,400	\$740,600	\$3,703,000
IMPO1702163	Hamilton Co.	Olio Rd from Geist Reservoir bridge to 126th St.	Resurfacing	Principal Arterial	59	\$1,255,239	\$313,809	\$1,569,048
IMPO1702098	Greenfield	Fortville Pike & CR 300 N Roundabout	Intersection or Intersection Groups	Minor Arterial	55	\$1,352,700	\$150,300	\$1,503,000
IMPO1702178	Johnson Co	Smith Valley & Morgantown Rd. Intersection	Intersection or Intersection Groups	Principal Arterial	52	\$3,920,000	\$980,000	\$4,900,000
IMPO1702060	Franklin	South Street Reconstruction	Roadway Reconstruction	Major Collector	48	\$2,304,000	\$576,000	\$2,880,000
IMPO1702154	Hancock Co	CR 500 W & CR 200 S Roundabout	Intersection or Intersection Groups	Major Collector	47	\$1,846,400	\$461,600	\$2,308,000
IMPO1702110	Greenwood	Smith Valley & Woodman Roundabout	Intersection or Intersection Groups	Minor Arterial	44	\$1,311,200	\$327,800	\$1,639,000
IMPO1701669	Greenwood	Stop 18 Rd & Averitt Rd Roundabout	Intersection or Intersection Groups	Major Collector	41	\$1,319,472	\$329,868	\$1,649,340
IMPO1501126	Noblesville	141st & Promise Rd Roundabout	Intersection or Intersection Groups	Major Collector	39	\$1,867,096	\$466,774	\$2,333,870
IMPO1501078	Westfield	181st St & Wheeler Rd Roundabout	Intersection or Intersection Groups	Minor Collector	37	\$1,953,000	\$488,250	\$2,441,250
IMPO1702177	Fishers	141st & Prairie Lakes Blvd Intersection Improvement	Intersection or Intersection Groups	Major Collector	32	\$604,000	\$151,000	\$755,000
IMPO1500749	Hamilton Co.	236th St. from Tollgate to Morse Landing Dr	Roadway Reconstruction	Major Collector	30	\$3,762,000	\$940,500	\$4,702,500
IMPO1702160	Hamilton Co.	Dunbar Rd. Reconstruction - Phase I	Roadway Reconstruction	Major Collector	20*	\$5,720,000	\$1,430,000	\$7,150,000
IMPO1702076	Indianapolis	16th St over the Canal	Bridge Rehabilitation	Principal Arterial	88	\$1,225,917	\$306,479	\$1,532,396
IMPO1702183	Indianapolis	Keystone Ave over Howland Ditch	Bridge Rehabilitation	Principal Arterial	78	\$906,400	\$226,600	\$1,133,000
IMPO1702079	Indianapolis	Acton Rd over Maze Creek	Bridge Rehabilitation	Minor Arterial	73*	\$648,450	\$162,112	\$810,562
IMPO1702165	Johnson Co	Bridge 85 Replacement	Bridge Replacement	Minor Arterial	68	\$1,682,023	\$420,505	\$2,102,528
IMPO1702166	Johnson Co	Bridge 605 Replacement	Bridge Replacement	Local	65	\$1,732,946	\$433,236	\$2,166,182
IMPO1702078	Indianapolis	Keystone Ave over Bailey Creek	Bridge Rehabilitation	Principal Arterial	62	\$954,800	\$238,700	\$1,193,500
IMPO1702173	Indianapolis	Lafayette Rd over Little Eagle Creek	Bridge Rehabilitation	Principal Arterial	52*	\$783,200	\$195,800	\$979,000
IMPO1702175	Indianapolis	38th St over Dry Run	Bridge Rehabilitation	Principal Arterial	47	\$541,350	\$135,337	\$676,687
IMPO1702171	Indianapolis	Southport Rd over White River	Bridge Rehabilitation	Minor Arterial	29*	\$2,972,000	\$743,000	\$3,715,000
IMPO1702156	Hancock Co	Bridge 86 Replacement	Bridge Replacement	Local	25	\$1,500,800	\$375,200	\$1,876,000
IMPO1702190	Morgan Co	Bridge 120 Replacement	Bridge Replacement	Minor Arterial	25*	\$1,548,800	\$627,200	\$2,176,000
IMPO1702155	Hancock Co	Bridge 67 Replacement	Bridge Replacement	Local	22	\$1,199,200	\$299,800	\$1,499,000
IMPO1702172	Indianapolis	79th St over Crooked Creek	Bridge Replacement	Minor Arterial	14*	\$1,523,286	\$380,822	\$1,904,108
IMPO1702174	Indianapolis	Roache Ave over CEG Canal	Bridge Replacement	Local	4*	\$1,356,960	\$339,240	\$1,696,200
IMPO1702064	Avon	Dan Jones Widening - Phase 3	Existing Roadway Widening	Minor Arterial	63	\$7,808,400	\$1,952,100	\$9,760,500
IMPO1702090	Noblesville	Pleasant St - River Rd to 10th St	New Roadway Construction	Minor Arterial	56*	\$7,000,000	\$26,865,000	\$33,865,000
IMPO1702169	Whitestown	CR 575 E from I-65 to CR 500 S	New Roadway Construction	Major Collector	55*	\$7,864,800	\$1,966,200	\$9,831,000
IMPO1702080	Indianapolis	Co. Line Rd Reconstruction from SR 37 to SR 135	Existing Roadway Widening	Principal Arterial	52*	\$25,880,000	\$9,840,000	\$35,720,000

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IMPO1702159	Westfield	191st St. New Roadway Construction	New Roadway Construction	Major Collector	24	\$7,700,000	\$1,925,000	\$9,625,000
SEE TAP								
IMPO1702161	IndyGo	Blue Line BRT - Electric Vehicle Purchase	Transit Enhancement Capital	-	100	\$6,035,117	\$1,508,779	\$7,543,896
Average Score					51	\$133,734,488	\$61,980,743	\$195,715,231

Average Score for Recommended Projects 69

Project is not being recommended for funding.

Total IMPO Cost for Recommended Projects \$52,327,207

PROJECT TYPE	TOTAL \$	% OF TOTAL	# OF PROJECTS
Transit Enhancement Capital Projects	\$6,035,117	3.95%	1
See TAP information	\$13,204,125	8.65%	6
Resurfacing	\$3,895,273	2.55%	3
Roadway Rehabilitation	\$27,681,040	18.13%	4
Intersection Improvement	\$27,063,878	17.72%	12
Existing Roadway Widening	\$33,688,400	22.06%	2
New Road Construction	\$22,564,800	14.78%	3
Bridge Replacement	\$10,544,015	6.90%	7
Bridge Rehabilitation	\$8,032,117	5.26%	7
	\$152,708,765	100%	45

POLICY GOALS	TARGET %	TARGET \$	PROPOSED %	TOTAL \$
Pavement Preservation	32.40%	\$ 17,760,645	39.77%	\$23,008,604
Bridge Preservation	22.86%	\$ 12,531,122	14.65%	\$8,475,086
Expansion	25.24%	\$ 13,835,762	25.59%	\$14,808,400
Bike/Ped	7.70%	\$ 4,220,894	9.56%	\$5,531,811
Transit	11.80%	\$ 6,468,383	10.43%	\$6,035,117
	100.00%	\$ 54,816,806	100.00%	\$57,859,018

## Attachment E: TAP

Funds Available: **\$9,064,721**

DES NUM	LPA	PROJECT TITLE	TYPE	SCORE	IMPO COST	LOCAL COST	TOTAL COST
IMPO1702090	Noblesville	Midland Trace Trail	Bicycle Enhancement	84*	\$1,500,000	\$1,660,000	\$3,160,000
IMPO1702101	Carmel	96th St. Path from Ditch to Spring Mill	Bicycle Enhancement	77	\$2,133,000	\$533,250	\$2,666,250
IMPO1701622	Beech Grove	Hornet Greenway	Pedestrian Enhancement	74	\$1,898,811	\$474,703	\$2,373,514
IMPO1702180	Speedway	Crawfordsville Rd Access Improvements	Pedestrian Enhancement	72	\$2,128,000	\$170,240	\$2,298,240
IMPO1501097	Indianapolis	Eagle Creek Greenway - Phase 1B	Bicycle Enhancement	62	\$1,674,000	\$418,500	\$2,092,500
IMPO1501099	Indianapolis	Eagle Creek Greenway - Phase 2B	Bicycle Enhancement	62*	\$3,004,507	\$751,127	\$3,755,634
IMPO1500702	Indianapolis	Eagle Creek Greenway - Phase 3B	Bicycle Enhancement	62*	\$2,365,807	\$591,451	\$2,957,258
Average Score				68	<b>\$14,704,125</b>	<b>\$4,599,271</b>	<b>\$19,303,396</b>

Average Score for Recommended Projects 71

Total IMPO Cost for Recommended Projects \$9,333,811

Project is not being recommended for funding.

## STAFF RECOMMENDATIONS FOR ALL FUNDING CATEGORIES IN SFY 2024-2025

LPA	TOTAL \$	% OF TOTAL \$	# OF PROJECTS
Avon	\$10,693,700	13.67%	2
Beech Grove	\$1,898,811	2.43%	1
Carmel	\$4,307,283	5.51%	2
Cicero	\$0	0.00%	0
CIRTA	\$0	0.00%	0
Fishers	\$4,176,000	5.34%	2
Franklin	\$0	0.00%	0
Greenfield	\$1,316,925	1.68%	1
Greenwood	\$2,035,125	2.60%	1
Hamilton Co.	\$2,640,034	3.38%	2
Hancock Co.	\$0	0.00%	0
Indianapolis	\$17,175,077	21.96%	8
IndyGo	\$8,988,738	11.49%	1
Johnson Co.	\$3,414,969	4.37%	2
Lawrence	\$1,247,040	1.59%	1
McCordsville	\$5,363,069	6.86%	2
Mooreville	\$0	0.00%	0
Morgan Co.	\$0	0.00%	0
Noblesville	\$10,359,670	13.24%	3
Plainfield	\$2,472,800	3.16%	1
Speedway	\$2,128,000	2.72%	1
Westfield	\$0	0.00%	0
Whitestown	\$0	0.00%	0
	\$78,217,241	100%	30

PROJECT TYPE	TOTAL \$	% OF TOTAL	# OF PROJECTS
Intersection or Intersection Groups	\$22,736,653	29.07%	10
Resurfacing	\$2,640,034	3.38%	2
Roadway Rehabilitation	\$0	0.00%	0
Roadway Reconstruction	\$10,440,960	13.35%	1
Bridge Replacement	\$3,414,969	4.37%	2
Bridge Rehabilitation	\$5,060,117	6.47%	6
New Road Construction	\$7,000,000	8.95%	1
Existing Roadway Widening	\$7,808,400	9.98%	1
Bicycle Enhancement	\$5,307,000	6.78%	3
Pedestrian Enhancement	\$4,026,811	5.15%	2
Transit Enhancement Capital Projects	\$8,988,738	11.49%	1
Planning - Other	\$0	0.00%	0
Safety Upgrade	\$793,559	1.01%	1
	\$78,217,241	100%	30

POLICY GOALS	TARGET %	TARGET \$	PROPOSED %	TOTAL \$
Pavement Preservation	32.40%	\$ 24,680,941	45.79%	\$35,817,647
Bridge Preservation	22.86%	\$ 17,413,775	10.84%	\$8,475,086
Expansion	25.24%	\$ 19,226,758	18.93%	\$14,808,400
Bike/Ped	7.70%	\$ 5,865,532	11.93%	\$9,333,811
Transit	11.80%	\$ 8,988,738	11.49%	\$8,988,738
Other	0.00%	\$ -	1.01%	\$793,559
	100.00%	\$ 76,175,745	100.00%	\$78,217,241

## Proposed match increase project list:

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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	Brownsburg	1701590	N/A	E. Co. Rd. 700 N.	E. Co. Rd. 700 N. Reconstruction	Roadway Reconstruction/ Rehabilitation	Exempt	\$10,677,000		CN	SFY 2023 STBG	\$8,828,000	\$7,062,400	80%	\$1,765,600	20%		
PROPOSED						Roadway Reconstruction		\$13,668,147	\$2,991,147	CN	SFY 2023 STBG	\$11,364,575	\$9,091,660	80%	\$2,272,915	20%	Increase CE to 80/20 match.	
PRIOR										CE	SFY 2023 STBG	\$966,000	\$772,800	80%	\$193,200	20%		
PROPOSED										CE	SFY 2023 STBG	\$1,420,572	\$1,136,458	80%	\$284,114	20%		
PRIOR	Greenfield	1801423	N/A	Riley Literary Trail	Riley Literary Trail	Bicycle Enhancement	Exempt	\$2,660,820		CN	SFY 2023 TAP	\$2,008,100	\$1,405,670	70%	\$602,430	30%		
PROPOSED								\$2,750,813	\$89,993	CN	SFY 2023 TAP	\$2,088,100	\$1,670,480	80%	\$417,620	20%	Increase CN/CE to 80/20 match.	
PRIOR										CE	SFY 2023 TAP	\$251,020	\$175,714	70%	\$75,306	30%		
PROPOSED										CE	SFY 2023 TAP	\$261,013	\$208,810	80%	\$52,203	20%		
PRIOR	Indianapolis DPW	1700931	N/A	White River Greenway	White River & 10th Street Connection	Bicycle Enhancement	Exempt	\$1,237,500		CN	SFY 2022 TAP	\$996,000	\$796,800	80%	\$199,200	20%		
PROPOSED										CN	SFY 2023 TAP	\$996,000	\$796,800	80%	\$199,200	20%	Add 80/20 CE.	
PRIOR										CE	SFY 2022	\$124,500	\$-	0%	\$124,500	100%		
PROPOSED										CE	SFY 2023 TAP	\$124,500	\$99,600	80%	\$24,900	20%		
PRIOR	Indianapolis DPW	1901941	N/A	16th Street	16th Street over White River (2408F)	Bridge Rehabilitation	Exempt	\$9,366,250		CN	SFY 2024 STBG	\$7,346,000	\$4,407,600	60%	\$2,938,400	40%		
PROPOSED										CN	SFY 2024 STBG	\$7,346,000	\$5,876,800	80%	\$1,469,200	20%	Increase CN/CE to 80/20 match.	
PRIOR										CE	SFY 2024 STBG	\$918,250	\$550,950	60%	\$367,300	40%		
PROPOSED										CE	SFY 2024 STBG	\$918,250	\$734,600	80%	\$183,650	20%		
PRIOR	Noblesville	1801438	1902009	Little Chicago Road	Little Chicago Road Multi-Use Path and Pedestrian/Bicycle Bridge Over Morse Reservoir	Pedestrian Enhancement	Exempt	\$7,225,265		CN	SFY 2023 STBG	\$5,667,200	\$2,802,824	49%	\$2,864,376	51%		
PROPOSED								\$7,225,215	\$-50	CN	SFY 2023 STBG	\$5,667,150	\$4,533,720	80%	\$1,133,430	20%	Increase CN to 80/20 match.	
PRIOR	Noblesville	1801437	N/A	SR 37	Stony Creek Multi-Use Path Under SR 37	Pedestrian Enhancement	Exempt	\$1,392,336		CN	SFY 2023 TAP	\$992,336	\$694,635	70%	\$297,701	30%		
PROPOSED								\$1,416,378	\$24,042	CN	SFY 2023 TAP	\$992,336	\$793,869	80%	\$198,467	20%	Increase CN/CE to 80/20 match.	
PRIOR										CE	SFY 2023 TAP	\$100,000	\$70,000	70%	\$30,000	30%		
PROPOSED										CE	SFY 2023 TAP	\$124,042	\$99,234	80%	\$24,808	20%		

## IMPO 5-Year Spending Scenario

1/7/2022

		SFY 2022				
		STBG	HSIP*	CMAQ	TAP	TOTAL
SFY 2022	Total Programmed	\$ 18,274,015	\$ 2,133,794	\$ 3,995,736	\$ 1,520,600	\$ 25,924,145
	SFY 2022 Remaining Allocation	\$ 7,266,623	\$ (1,830,798)	\$ 3,129,822	\$ 1,534,613	\$ 10,100,260
	Est. Transportation Bill Increase	\$ 6,468,799	\$ 1,504,071	\$ 1,764,629	\$ 541,204	\$ 10,278,703
	SFY 2022 Estimated Balance	\$ (4,538,593)	\$ (2,460,521)	\$ 898,715	\$ 555,217	\$ (5,545,183)
	% over Allocation	33%	0%	0%	0%	27%

\*Flex \$1,750,000 HSIP to STBG.

		SFY 2023				
		STBG	HSIP*	CMAQ	TAP	TOTAL
SFY 2023	Total Programmed	\$ 53,905,979	\$ 3,539,700	\$ 11,286,291	\$ 6,343,622	\$ 75,075,592
	SFY 2023 Estimated Allocation	\$ 33,531,586	\$ 5,639,588	\$ 8,669,724	\$ 2,658,967	\$ 50,499,865
	Est. Transportation Bill Increase	\$ 7,238,302	\$ 1,682,989	\$ 1,974,542	\$ 605,584	\$ 11,501,417
	SFY 2023 Estimated Balance	\$ (13,136,091)	\$ 3,782,877	\$ (642,025)	\$ (3,079,072)	\$ (13,074,310)
	% over Allocation	32%	0%	6%	94%	21%

\*Flex \$1,750,000 HSIP to STBG.

		SFY 2024				
		STBG	HSIP	CMAQ	TAP	TOTAL
SFY 2024	Total Programmed	\$ 31,471,455	\$ 13,372,607	\$ 20,760,342	\$ 1,898,811	\$ 67,503,215
	SFY 2024 Estimated Allocation	\$ 33,781,586	\$ 5,389,588	\$ 8,669,724	\$ 2,658,967	\$ 50,499,865
	CRRSAA	\$ 8,433,706	\$ 1,958,431	\$ 2,300,659	\$ 705,856	\$ 13,398,652
	Est. Transportation Bill Increase	\$ 8,023,197	\$ 1,865,487	\$ 2,188,654	\$ 671,251	\$ 12,748,589
	SFY 2024 Estimated Balance	\$ 18,767,034	\$ (4,159,101)	\$ (7,601,305)	\$ 2,137,263	\$ 9,143,891
	% over Allocation	0%	45%	58%	0%	0%

\*Flex \$2,000,000 HSIP to STBG.

		SFY 2022 - 2024				
		STBG	HSIP	CMAQ	TAP	TOTAL
2022 - 2024	Total Programmed	\$ 103,651,449	\$ 19,046,101	\$ 36,042,369	\$ 9,763,033	\$ 168,502,953
	Estimated Allocation	\$ 74,579,795	\$ 9,198,378	\$ 20,469,270	\$ 6,852,547	\$ 111,099,990
	CRRSAA	\$ 8,433,706	\$ 1,958,431	\$ 2,300,659	\$ 705,856	\$ 13,398,652
	Estimated Transportation Bill Increase	\$ 21,730,298	\$ 5,052,547	\$ 5,927,825	\$ 1,818,038	\$ 34,528,709
	Estimated Balance	\$ 1,092,350	\$ (2,836,745)	\$ (7,344,615)	\$ (386,592)	\$ (9,475,602)
	% over Allocation	0%	18%	26%	4%	6%

		SFY 2025				
		STBG	HSIP	CMAQ	TAP	TOTAL
SFY 2025	Recommendation	\$ 41,119,525	\$ 6,286,484	\$ 1,247,040	\$ 2,128,000	\$ 50,781,049
	Annual Allocation at \$0.90 on the \$1	\$ 28,603,427	\$ 6,650,629	\$ 7,802,752	\$ 2,393,070	\$ 45,449,879
	Est. Transportation Bill Increase (Exchange Rate)	\$ 7,941,411	\$ 1,846,470	\$ 2,166,344	\$ 664,408	\$ 12,618,634
	5% set-aside for amendment requests	\$ 1,827,242	\$ 424,855	\$ 498,455	\$ 152,874	\$ 2,903,426
	SFY 2025 Estimated Balance	\$ (6,401,928)	\$ 1,785,761	\$ 8,223,601	\$ 776,605	\$ 4,384,037

		SFY 2026				
		STBG	HSIP	CMAQ	TAP	TOTAL
SFY 2026	Annual Allocation at \$0.90 on the \$1	\$ 28,603,427	\$ 6,650,629	\$ 7,802,752	\$ 2,393,070	\$ 45,449,879
	Est. Transportation Bill Increase (Exchange Rate)	\$ 8,676,355	\$ 2,017,353	\$ 2,366,830	\$ 725,896	\$ 13,786,434
	5% set-aside for amendment requests	\$ 1,863,989	\$ 433,399	\$ 508,479	\$ 155,948	\$ 2,961,816
	SFY 2026 Estimated Balance	\$ 35,415,793	\$ 8,234,583	\$ 9,661,102	\$ 2,963,018	\$ 56,274,497